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**HISTORY
OF THE
MONTANA
STATE HIGHWAY DEPARTMENT
1913-1942**

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History of the Montana State Highway Dep



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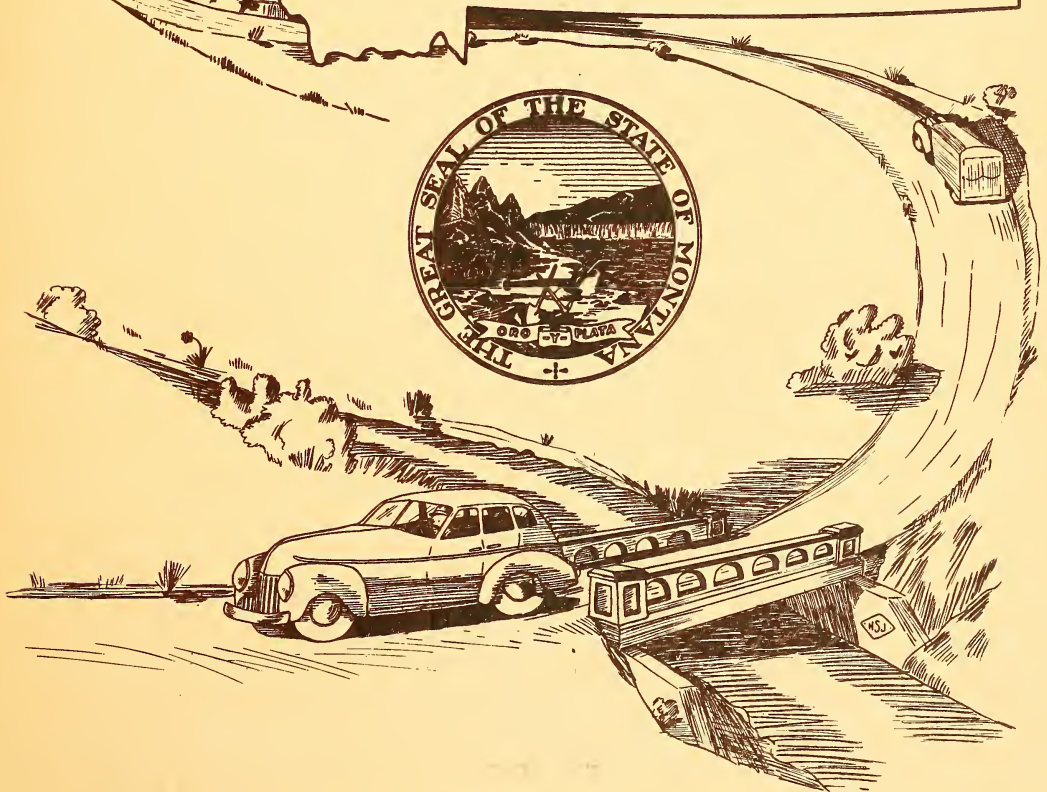
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HISTORY OF THE MONTANA STATE HIGHWAY DEPARTMENT



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LETTER OF TRANSMITTAL

January 15, 1943
Helena, Montana

Mr. Howard W. Holmes
Chief Engineer
Montana State Highway Commission
Helena, Montana

Dear Mr. Holmes:

Submitted herewith is a condensed history of the Montana State Highway Department. This history has been prepared in cooperation with the Public Roads Administration, U. S. Federal Works Agency, from data collected by the State-Wide Highway Planning Survey. Its preparation was provided for in the original memoranda outlining required and desirable work to be undertaken by the Planning Surveys.

The body of the report deals primarily with the history and general activities of the Highway Department from the date of establishment of the first Highway Commission in 1913 to the present time.

Appendix "A" is a copy of all pertinent U. S. Federal Aid Legislation passed from 1916 to 1942.

Appendix "B" consists of miscellaneous state, county and city information relative to mileage, taxes, motor vehicle registrations, motor fuel sold, refunds, etc.

The purpose of the history is to make available to all those interested in Montana Highway affairs a condensed account of the growth and activities of the State Highway Department and to furnish a reliable reference that can be depended on for pertinent highway facts.

Very truly yours,

By M. J. Steere
M. J. Steere
Planning Engineer



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HISTORY OF THE MONTANA STATE HIGHWAY DEPARTMENT 1913-1942



PREPARED BY THE
STATE WIDE HIGHWAY PLANNING SURVEY
MONTANA STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH
THE PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

JANUARY 1943



MONTANA STATE CAPITOL



GENERAL ADMINISTRATIVE BUILDING, MONTANA HIGHWAY DEPARTMENT



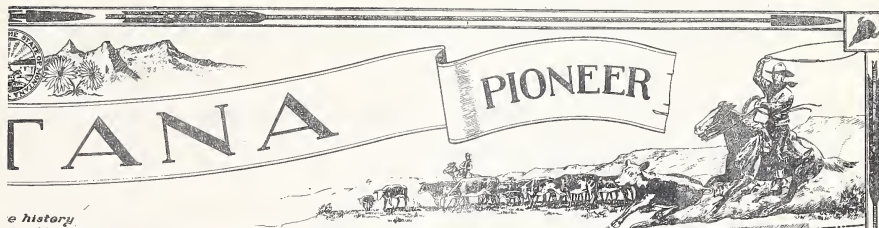
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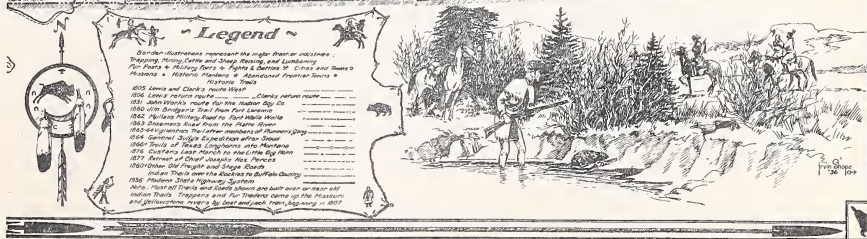
MONT

*A one page
dedicated to*





the history
of the Old Timers.



Legend

Barren illustrations represent the major towns or cities.
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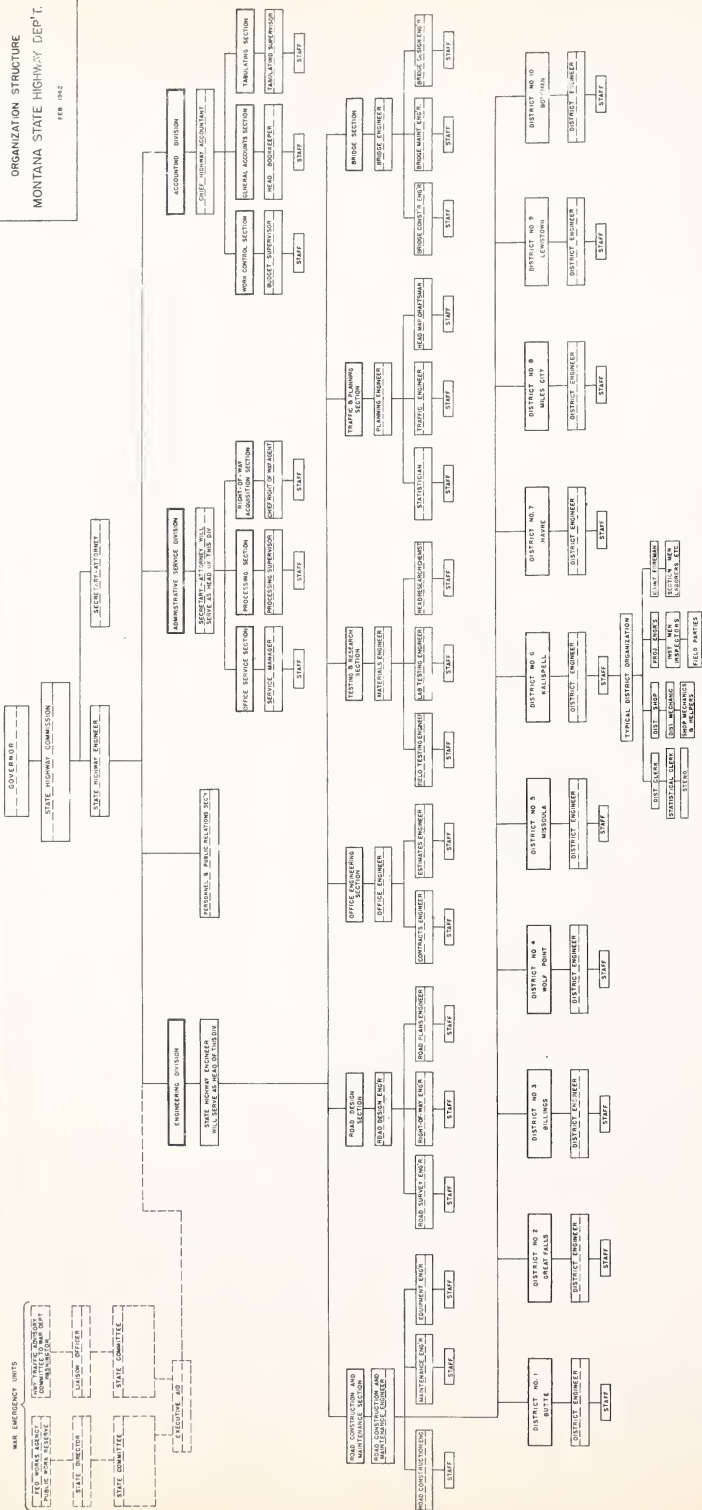


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MONTANA
STATE HIGHWAY DEPARTMENT HISTORY

The history of the development of Montana highways and the State Highway Department parallels the general history and settlement of the State. It is a description of roadways expanded, improved and enlarged through the forces of economic pressure. This document attempts to present the story of this Montana highway expansion throughout the history of the State Highway Department and includes, necessarily, those factors having a bearing on, and additional to, the general broad growth of the State itself.

PRE-TERRITORIAL MONTANA

The pattern of the Montana highway system was traced by the foot trails of the various Indian tribes and hoofed animals that occupied, and traveled through, this particular section of the country in the early days. This travel, motivated by the search for food and guided by the least amount of effort, unerringly followed the most gradual approaches and went through the lowest mountain passes.

The United States realized that possession of this vast territory made it mandatory that it be explored and mapped to safeguard permanent title. As a result, authority was granted in the form of a Presidential order carrying congressional authorization for an expenditure of \$5,000 to complete this most important and hazardous undertaking. The famous Lewis & Clark Expedition which got under way in 1804, was the result of this authorization. The trail routes followed by the Lewis and Clark party, old at that time and still in use by the Indians and frontiersmen in 1877, are now occupied in part by U.S. highways 93 and 95, the Lewis & Clark highway and sections of state highways in Montana and Idaho.

The Mullan
Road

After the trail blazers of Montana, intrepid men like Meriwether Lewis and William Clark who penetrated an unknown region which the geographies of the time had left blank and labeled "the great American desert" came the road builders, one of whom stands out conspicuously in the history of Montana and of the northwest--Lt. John Mullan. He was responsible for the famous military road, known as the Mullan Trail, which was built during the years of 1859-60-61, from Walla Walla, Washington territory, to Fort Benton, at the head of navigation on the Missouri river. "Military road" is perhaps a misnomer, for during its existence few troops passed over it; but it was of inestimable value in the settlement of Montana and the northwest.

Officials of Washington territory estimated that during four years following its completion more than 20,000 immigrants entered that country by means of the road. The importance to Montana in terms of settlement and travel was in proportion.

In our modern day, oiled highways parallel that rough trail for most of the way and in some places the original road is still visible. It is a tribute to Lt. Mullan that present day engineers are unable to improve

generally upon the route he first surveyed.

Gold Discovered in Montana Between 1857-65 came what gave Montana its first great impetus and what on May 26, 1864, made it a separate territory--the development of gold diggings. Gold had been found in Montana as early as 1852, but not until the arrival of the Stuart party in 1857-58 was prospecting taken seriously. Gradually excitement and interest spread until between 1862-64 fever height was reached with the development of extremely rich placer and quartz mines at Gold Creek, Bannack, Deer Lodge, Last Chance Gulch (Helena), and Virginia City. The population increase occasioned by the gold discovery was tremendous. In 1863 Bannack's inhabitants had reached 23,000; Virginia City had a population of 10,000. By 1865 the estimated territorial population was 120,000 and most of these people were located in the southwestern part of present Montana.

Territory of Montana The Territory of Montana came into existence in 1864 by separation from the territory of Idaho, which at that time included all of the region now known as Idaho, Montana, and Wyoming. Early day trails had a definite bearing on the boundaries of the Territory of Montana, in that the territorial boundaries were originally proposed to include only that part of the Idaho Territory east of the Rocky Mountains. But the settlers in the Bitterroot Valley and along the upper waters of the Clark Fork of the Columbia, then called the Hellgate River, strenuously objected to this because travel and communications were easier across the mountains east to the growing communities of Bannack and Virginia City than over the difficult Bitterroot Mountains to the west. Through the efforts of these settlers and due to the road and trail situation existent at that time, the boundaries of the then Montana Territory were determined as they now are for the State.

The act creating the establishment of the Territory of Montana vested executive power in the Governor, who should hold office for four years unless sooner removed by the President. The Governor was made Commander-in-Chief of the Militia and Superintendent of Indian Affairs. In accordance with the federal law the Governor called the first legislative session at Bannack, the first capitol, December 12, 1864.

On December 24 of that year the Governor gave his first message to the territorial legislature. Within it, we find an excerpt which undoubtedly was the first food for thought concerning the road problem in the Territory of Montana. He stated as follows:

"In view of the immense immigration flocking to our territory, I would respectfully call your attention to the importance of the construction of a road to the states, more direct than any that has yet been opened. The usual route from the Missouri river, both for immigration and freight, is now by way of Fort Laramie, South pass and the Lander road, or by the still more circuitous one up the South Platte, through Bridger's Pass, and Great Salt Lake City. These routes impose upon every person seeking our territory, not only hundreds of miles of unnecessary travel, but the crossing and recrossing of the Rocky Mountains. I am sure that a more feasible route can be estab-

lished to the Northwestern States,shortening the distance six or seven hundred miles,and avoiding altogether the necessity of crossing the Rocky Mountains. I believe that Congress has already,by an act approved June 30, 1864, established a post road from Sioux City, in the State of Iowa, via Yankton, in the Territory of Dakota, Niobrarah, in Nebraska, to Gallatin in our own Territory. This route is perhaps as direct andun-exceptionable as any that could be selected,and would form a continuous and nearly direct route from the Northwestern States to Walla Walla. Could this road be opened,it would be of inestimable value to this Territory,forming,as it would,a great highway through the very heart of our Territory,connecting us more nearly with the east and west, the Atlantic and Pacific states.I would,therefore,recommend that you memorialize Congress upon this subject,asking for an appropriation sufficient to open the road at an early period,and I trust that our Dele-gate will,at the earliest possible moment,urge upon Congress the importance of this measure, which so vitally affects our prosperity."

Although the Governor in this part of his address specifically pointed out the great necessity for the described trans-continental high-way which would pass through Montana,the first session of the legislature passed over that subject without so much as presenting his suggested memorial to Congress.

The only direct action taken toward roads by that first legislative assembly was to grant charters to some thirty-five old toll bridge,ferry and wagon road companies.Thus the operation and maintenance of practically all main-traveled roads at that time were in the hands of private owners, who were able to profit from lack of legislation creating free public roads, bridges, etc.

In the first Territorial Governor's address of December 24, 1864, he mentioned that it was believed Congress had approved the establishment of a post road to the Gallatin in Montana Territory. As a result of this action in 1865 orders were sent out from Washington to survey a new wagon road cut-off to the mines of Montana. It was to leave the Overland Trail near Fort Laramie, proceeding in a northerly direction across the Big Horn, and on to the Yellowstone. From there it continued across Bozeman Pass into the valley of the Gallatin and over the mountains to Virginia City.

"This was the Bozeman Trail," says Paxton in his History of the American Frontier. "It might have become an important immigrant road had not the Sioux and their determined chief, Red Cloud, sternly prohibited it. This was the heart of the buffalo range and Red Cloud declined to consider surrender." During the two years in the building of that road the Indians kept it in a continuous state of siege. In 1868, the Sioux leader, Red Cloud agreed that if the Bozeman Road were abandoned, he would never go on the warpath again, so the Government determined to abandon it. After that,during the life of the treaty,anyone who traveled over the road did so at his own risk.

Governor's
Address

The second legislature contributed nothing to the solution of the road problems of Montana. The

Governor, however, in his opening address, expressed again the necessity of improving our communications with the West. He stated as follows:

"Steps should be taken to improve our lines of communication with the Columbia. Idaho, Oregon and California have through their freighters and merchants displayed the most liberal zeal and activity in furnishing us with abundant supplies at cheap rates, many weeks after the navigation of the Missouri closed. Their spirit should be thoroughly reciprocated. The more avenues we have for introduction of articles of trade and commerce, the cheaper and more abundant will be those articles."

Third and Fourth Legislatures	The third and fourth legislatures gave no effective consideration to public roads. Road matters were left entirely to the toll road operators. The necessity for better communications between Montana and the Oregon, Washington and Idaho Territories was beginning to be felt as development increased.
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Joint Memorial No. 3	In order to provide a free highway to the west without undertaking the expense itself, the Territory appealed to Congress through a joint memorial, which follows:
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Joint Memorial No. 3

For an appropriation to Re-open, Construct Bridges, and Complete the National Road, known as the Mullan Road across the Bitterroot and Coeur d'Alene Mountains.

"First - That the rapidly increasing population between the forty-sixth and forty-ninth degree of North latitude, and lying within the boundaries of this Territory, and rich developments of minerals and concentration of capital along this wide belt of country demands avenues which bring us within easy access of the great marts of commerce and trade.

Second - That the national road leading from Fort Benton to the navigable waters of the Columbia, through neglect, has become entirely impassable for wagons for a distance of two hundred miles, embracing all that portion from Frenchtown, in Missoula county, across the Bitterroot and Coeur d'Alene Mountains in Idaho Territory. That the line of road surveyed and laid out by Lt. Mullan, crosses in its ascent of the Bitterroot Mountains on the Eastern slope, the St. Regis Borgia river some forty-seven times, and that said road, in its ascent of the western slope of said mountains, crosses the Coeur d'Alene river some forty-two or forty-three times, and that the bridges, with but four exceptions, have been swept away, rendering these streams impassable during the spring and early summer, at a time when our people are most in need of necessities not attainable from the east at that early season of the year.

Third - That the trade between California, Oregon and Idaho Territories, and our own Territory, is increasing rapidly, and can only be estimated by thousands of tons, consisting of groceries,

woolens, East India and Sandwich Island goods, flour and fruit from the rich valleys of Oregon, Washington and Idaho Territories, which are, at the present, only obtainable at a greatly enhanced price from the fact that access is difficult, and attended by severe hardships and great danger to life and property, entirely owing to the dilapidated and ruined condition of the said national road.

Fourth - That it has been estimated by competent engineers and others acquainted with the cost of constructing mountain roads, that not more than seventy-five thousand dollars (\$75,000) would be required, if judiciously expended, to put said military wagon road or Mullan road in good condition for vehicles of any and all descriptions which would reduce the cost of freight at least fifty percent, or from eight to twenty cents upon each pound which we are now obliged to have transported upon the backs of horses and mules.

Fifth - In the opinion of your Memorialists, an appropriation of (\$75,000) seventy-five thousand dollars, expended upon the supervision of some resident interested in the welfare of our Territory, would be ample for the above purpose, and when the road shall be so opened, the enterprise of our people now settling along the whole line, would be sufficient to keep the same in good repair, without further assistance from the general Government for all time to come. Thus we would have the most extensively traveled road across that range of mountains conferring exceedingly great and permanent advantages upon our people as well as those of our sister Territories and States, stimulating commerce between the East and West, and practically uniting over this great national highway the waters of the Atlantic with those of the Pacific. For the appropriation named in this memorial, to open this so much needed great national highway at an early period, we, your memorialists, will, as in duty bound, ever pray."

Approved December 13, 1866.

The contents of this particular memorial are interesting to note when it is revealed that up to the end of 1941 approximately \$8,888,000 has been spent for construction alone on Montana highways following the general route of the old Mullan Road in the State.

Fifth Legislature The realization of the necessity for some definite road building and maintenance plan for free public roads in the Territory of Montana was steadily growing and finally led to its first legislative enactment in 1869. The fifth legislature in Montana Territory placed public road building and maintenance into the hands of the counties and county commissioners. That first act is quoted below:

"AN ACT in relation to Public Highway. Be it enacted by the Legislative Assembly of the Territory of Montana:

Section 1. That the several boards of county commissioners, on the petition of thirty bona-fide citizens of any township of this territory, may, in their discretion, establish such township, or any part thereof, into suitable and convenient road districts, and

cause a brief description of the scheme to be entered on the county records. That in all cases where such petition is presented to the Board of County Commissioners of any county, they shall, prior to the granting of same, cause a public notice thereof to be given by publication or otherwise, as they, the Commissioners, may elect.

Section 2. The County Commissioners shall, annually, at the February term thereof, appoint a supervisor of roads, for each road district in the county, and shall at any time fill any vacancy that may occur in such office; and the County Clerk of each county shall immediately notify all persons who have been appointed as supervisors, and they shall qualify within twenty days after their appointment, and such supervisors shall take an oath before entering upon the duties of their office, for the faithful performance of their duties; that they will call out all persons in their respective districts liable to work on highways therein; that they will superintend the labor thereon, and see that the same is faithfully performed, and sue for and collect all moneys due such districts.

Section 3. There shall be levied and collected on all taxable property in each district, the sum of one mill on the dollar, also a head tax of three dollars on each able bodied man, between the ages of twenty-one and forty-five residing in each district:

Provided, that any person, liable to pay road tax, may work out such tax under the supervision of the district where such person resides, and shall be allowed for such work the sum of three dollars per day.

Section 4. The supervisor of each district shall make out a list of all persons in his districts, who have been residents in such district thirty days, and file a copy of the same with the clerk of the board of County Commissioners at the February term in each year, showing a full and concise statement of all labor performed, moneys received and paid out, and if a surplus of money shall remain after the payment of all road dues, the County Commissioners shall place the same to the credit of the school fund.

Section 5. Any supervisor who shall fail to perform the duties required of him by this Act, shall be deemed guilty of a misdemeanor, and shall be fined in any sum not exceeding five hundred dollars, before any court having competent jurisdiction.

Section 6. The compensation of a road supervisor shall be fixed by the Board of County Commissioners, and shall not exceed the sum of five dollars per day, payable out of the road fund.

Section 7. This Act shall take effect and be in force from and after its passage."

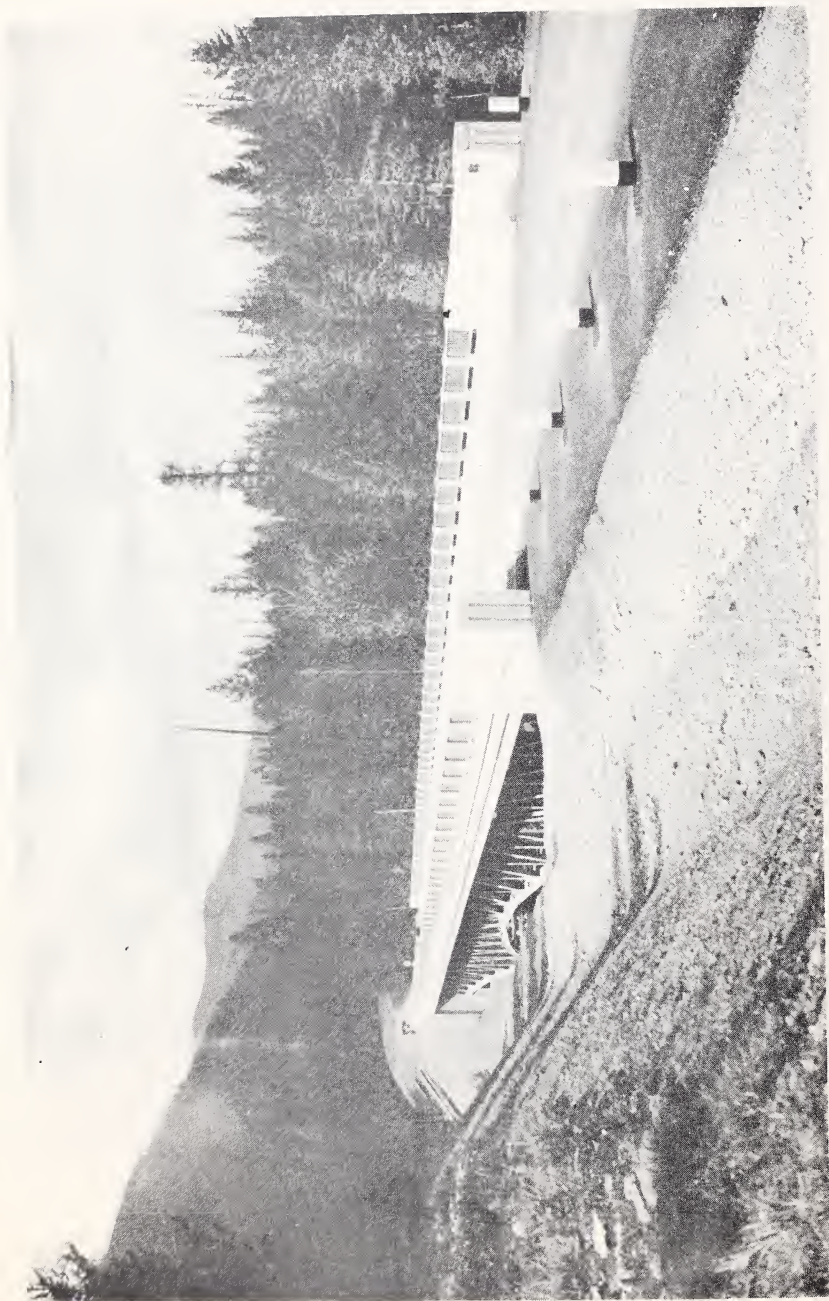
Approved January 6, 1869.

Bridge
Taxation

This same legislature authorized several particular Boards of County Commissioners to levy special taxes for the purpose of bridge building.

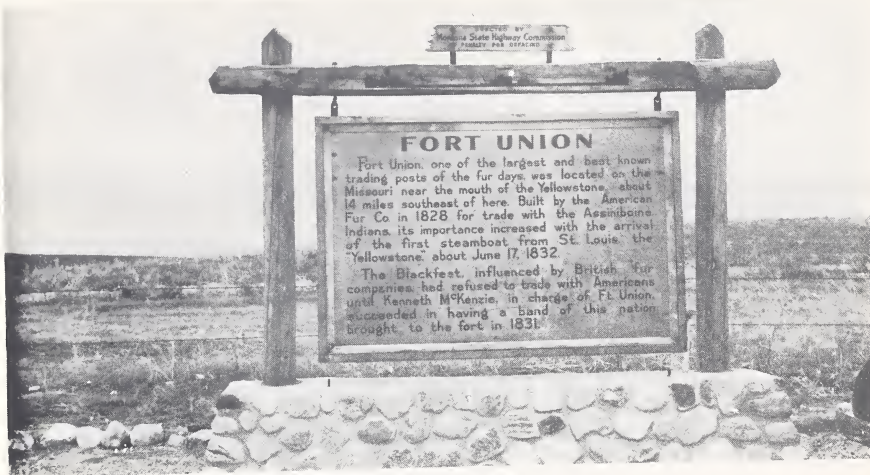


IMPROVED ROADS IN MONTANA





TWO VIEWS OF A MONTANA BRIDGE ADJACENT TO GLACIER NATIONAL PARK
(AWARDED FIRST PRIZE IN 1938 BY AMERICAN INSTITUTE OF STEEL CONSTRUCTION INC)



HISTORICAL MARKERS

Franchises
Rejected

It is evident that the people in the Territory of Montana were beginning to resent and frown upon the great amount of profiteering through toll roads, bridges and ferries. This is attested by the fact that during the legislative session several road and bridge franchises were rejected, with the thought that county roads and bridges should exist in their places. That legislature declared the Mullan Road from Fort Benton to the summit of the Coeur d'Alene Mountains a public highway and directed that any persons collecting toll on it should be guilty of a misdemeanor and punishable by a fine of from \$25 to \$100.

Sixth
Legislature

In 1870 the legislature amended the above "Act in relation to Public Highways". It stated that the Board of County Commissioners could not appoint one of its own members as supervisor of roads. In section three it further amended the law to read: "that the several county treasurers are hereby authorized and empowered to collect all road tax levied in each year, as now required by law for the collection of revenues

Provided, that any person producing the supervisor's certificate of labor done and performed, or for material furnished, on any road, or bridge, by order of said supervisor, with the amount due therefore, shall be allowed the same on their road tax, and the county treasurer shall pay all amounts exceeding said tax to the party holding said certificate, out of any road money in the treasury, and the said certificate shall be the treasurer's voucher for money so paid." This amending act further stated that "if a surplus of money shall remain after the payment of all road dues, the County Commissioners shall place the same to the credit of the road fund." The first act provided that all surplus be credited to the school fund.

In 1870, the legislature also provided in Section 10 of an act to make provisions for the construction of ditches, dykes, etc., and the irrigation of agricultural land, "That any person or persons, corporation, or company, who may dig and construct ditches, dykes, flumes, or canals, over or across any public roads or highways, or who use the waters of such ditches, dykes, flumes, or canals, shall be required to keep the same in good repair, at such crossings or other places where the water from any such ditches, dykes, flumes, or canals may flow over, or in any wise injure any roads or highways, either by bridging or otherwise." The next section of the act set forth the penalties for violations of the above provisions.

So went the trend of the public road system in the Territory of Montana. The legislature each session added new acts and revised old ones, but kept the supervision and financing of the roads within the counties. The building of the railroads and flow of population to the State as a consequence was steadily expanding the necessity for more properly constructed and maintained highways.

As we look back, we realize that the laws covering the road systems of the State, and under which county officials were operating, were vague and conflicting. Among the different counties there was no uniform system of operation, just as there was no uniformity of work in the different districts. One supervisor might have constructed a good and durable road, while another might leave a comparable stretch in an almost impassable condition.

The supervisors were usually selected from the locality near where the work was to be done, and probably 75 per cent of them had had no experience in road building. They did the best they could but the results were usually the merest patchwork. Statistics show that at that time, and up to 1910, the cost of maintenance of the public highways exceeded \$18 per mile per annum, yet there were thousands of miles of roads on which no work was ever done and there were thousands of miles of natural roadbed.

To quite an extent the roads then traveled were merely the continuation of the trails made by the pioneers of half a century before. The subsequent improvements of those roads had not usually been in conformity with sound engineering principles. In fact, engineers were rarely ever given a chance at road work. As a result the roads climbed unnecessary hills and dropped abruptly into depressions, just as they had done in the early period of settlement.

State-
hood

Such were the conditions on February 22, 1889, when the United States Congress passed the Enabling Act which made Montana the 41st state admitted into the Union.

From 1889 when Montana was admitted as a state until 1913 the entire responsibility for road construction and maintenance was regarded as a county function, without any special control, other than the authorization for levying taxes from the higher or State governmental unit. This method of operation was of course similar to, if not entirely the same as, that used in territorial days. From the standpoint of highway administration it has been shown that such a system of operation was not conducive to efficient expenditures of road funds. These minor governmental agencies did not always hire, and in some instances could not afford, the services of technical men who could plan long-range programs of improvement but were rather governed in their actions by political influences which in some instances caused special favoritism and resulted in a delayed overall construction program at an excessive cost.

Population statistics for this particular time reveal a slow rate of growth during the years 1890-1905 during which time the State was developing its several industries. During the next sixteen years (1906-21) the public domain was thrown open to homestead entry with a resultant influx of immigration devoted largely to raising hard grain crops. The agricultural economic structure was changed from one of large holdings to one of smaller units. During the period there was adequate rainfall and, as a result of war conditions in Europe, there was a ready market for all commodities. The State gave promise of developing into a veritable agricultural paradise and immigration, along with natural growth, raised the population from 325,000 in 1906 to 584,000 in 1921 an increase of 259,000 or 17,250 for each year of the period.

This considerable population increase of course influenced road construction to a considerable degree. In this era many counties went quite heavily into bonded debt in an effort to maintain a road program in keeping with the swift population expansion.

First Legislative
Action on Automobiles

The first legislative action in recognition of the future's greatest influential factor in road build-

ing in Montana is noted in 1905 when a law was passed providing speed limits for automobiles. This mode of transportation was destined to have a far-reaching consequence on the economic, social and recreational development of the state, far beyond the most fanciful dreams of the earlier citizenry of Montana.

State Highway Commission The steady increase in motor vehicle traffic focused the public mind on the inadequacy of existing roads and the need for co-ordination of the road maintenance and construction practices of the several counties. Thus an act creating a State Highway Commission was passed by the Thirteenth Legislative Assembly and approved March 13, 1913. This Commission was composed of three members: the professor of civil engineering at Montana State College and the State Engineer, ex officio; and a civil engineer appointed by the Governor to be Secretary of the Commission and to receive \$3,500 annually for his services.

State Aid This Commission was authorized "to give such advice, assistance, and supervision with regard to road construction, improvement, and maintenance throughout the State as time and conditions would permit." The Commission was also authorized to apportion among the counties the proceeds of the highway fund, provided that the money be matched by the counties. An appropriation of \$5,000 was made and credited to the State Highway Fund for the purpose of paying salaries and expenses of the newly formed commission.

Legal Counsel The Attorney General of the State was named ex officio attorney for the Commission, and was to render any legal counsel, advice and services which it might require.

Ex officio Members Paid A majority of the Commission constituted a quorum and was empowered to act on all matters pertaining to the duties of the body. Each ex officio member of the Commission was to receive a per diem of \$10 while the Commission was in session and his actual and necessary expenses while away from his respective residence in discharge of his duties.

Meetings Certified The Act required that the Commission hold regular meetings not less than once each month, and that the office, so far as practicable, be kept open during business hours. All of the files and records of the Commission were to be kept open for public inspection and certified copies thereof could be received as evidence in any court.

Road Maps It also directed the Board of County Commissioners of each county in the State to prepare duplicate maps showing all public roads within their county, as well as all public roads which constituted a part of the boundary between their county and adjoining counties, and to designate on the maps which roads in their opinion were of sufficient public importance to justify their improvement under the Act. One of the maps was to be filed with the Clerk and Recorder of the county and the other was to be forwarded to the office of the State Highway Commission, together with a

statement of the location and quality of all deposits of road material.

Road Classes The Highway Commission, co-operating with the County Commissioners of the respective counties, was then to divide the roads into two classes, one class to include those of primary importance and the other of secondary importance, those of primary importance to be constructed or improved first under the proposed program.

State Road It is here that we find the first Montana definition of a "State Road", which reads as follows: "All roads constructed or improved under this Act shall be known and designated as State Roads." The Act required that the Highway Commission prepare and adopt a set of rules and regulations as to the location of the best road materials available throughout the various parts of the State and the best methods of road construction for the several parts of the State. Such rules and regulations were printed and fifty copies forwarded to the County Commissioners of each county for distribution.

Letting Contracts The Board of County Commissioners of each County was empowered to make the necessary surveys, establish grades, prepare plans and specifications and preliminary estimates of cost for all work upon State roads within that county in accordance with the rules and regulations adopted by the State Highway Commission and report the same to the Commission. The Highway Commission could make such changes as the members saw fit, or adopt the plans without change and the road would be constructed or improved, according to the program finally approved by the Commission, under the direction of the Board of County Commissioners of the county in which the work was done.

All contracts for work on State roads were to be let by the Board of County Commissioners of the county where such work was to be done. Where the estimated cost of such work exceeded \$1,000 it was the duty of the Commissioners to call for sealed bids, and if the lowest responsible bidder did not exceed the estimate of cost the contract was to be let to that bidder. The contractor, before entering upon the work, had to execute to the people of the State of Montana bond in a penal sum equal to one-half the amount of the contract price.

Financial Report of Counties The Boards of County Commissioners on or before December 30th of each year were directed to make to the State Highway Commission two detailed reports of all moneys expended for construction, improvement and maintenance of roads for the current year. One report covered all items expended upon State roads under that act and under the supervision and direction of the Highway Commission and the other report covered all moneys expended on other roads in the county. The Commissioners, in the reports, were also to make recommendations as to the roads in their county which in their judgment should be improved or constructed during the following year.

With the receipt of the above reports the State Highway Commission was by January 15, of each year directed to certify to the State Auditor the amount of the State Highway Fund which each of the counties should

receive for the current year. The Auditor would then draw a warrant on the Highway Fund in favor of the County Treasurer of each county for the amount due.

Biennial
Report

In the conclusion of the act creating the Highway Commission, Section 12 states: "The State Highway Commission shall on the first day of December preceding the biennial session of each legislature make to the Governor, a detailed report of the work of such Commission for the time intervening between its prior report, and such suggestions and recommendations as to legislation as will, in the judgment of the Commission, advance the interest of good roads in the State."

First
Commission
Organized

In accordance with the provisions of the act creating a State Highway Commission the State Highway Commission first met in regular session on April 4, 1913 and organized itself to achieve the purposes for which it was constituted. After completion of the business of organization, the Secretary was instructed to communicate with all Boards of County Commissioners and all State Commissions to collect data relative to their rules, regulations and procedures. Standards for road maps of the Commission and those to be submitted to the Commission by the various counties were determined.

Licensing of
Motor Vehicles

An act providing for the licensing of motor vehicles was passed by the Thirteenth Legislative Assembly. Contained in the act were a schedule of license fees that should be collected by the several county treasurers and a provision that the fees so collected should be divided one half to the general road fund of the county and one half to the State Highway Fund. Also specified in this act were the dimensions, size of lettering and rules governing attachment to automobiles of the license plates which were to be delivered on payment of the fee.

From the first report of the Montana Highway Commission, submitted to the Governor on December 1, 1914, it is found that one of the earliest official acts of the Commission was to request an opinion from the Attorney General regarding the legality of this licensing act. His opinion was that the act was unconstitutional due to the manner in which it was originated, consequently no attempt was made to collect revenue from this source.

Motor Vehicle
Law

The same Legislative Assembly also enacted a measure providing for the registration of all motor vehicles with the Secretary of State and that there be a fee of two dollars per vehicle for such registration. These fees were to be deposited in the State Highway Fund. In order that the Highway Commission might have a continuing revenue, the next Legislative Assembly, the Fourteenth, so amended this act that registration fees were collected annually.

The Commission was restricted in co-operating financially with the counties in a broad road construction program since no funds were available from the licensing of motor vehicles. However during the period from 1913 to 1917 there were sufficient funds from the \$5000 legislative appropriation in 1913 and from registration fees to maintain the office, purchase

and equip eight teams for use by State Prison forces on road construction and to allow a limited amount of financial assistance to counties for road construction.

Convict
Labor

During the years of 1913-1914, the Highway Commission worked in harmony with the State Prison Board and gave such aid and assistance as possible in the working of the State prisoners upon the State highways. During the period four miles of roads were constructed in Park county, twelve miles in Sanders county, and twenty-seven miles in Flathead county; a total of forty-three miles of good surfaced road. The conditions under which these men worked were largely experimental, in an endeavor to work out a system which would ultimately be of greater benefit both to the prisoners working on public highways and to the State.

Commission's
First Road Map

During 1914 the Commission, with the cooperation of the counties, compiled the first complete standard road map of Montana. That first map showed and designated all State highways, as well as all other highways. An edition of 15,000 copies was published and distributed throughout the State.

Publications
& Pamphlets
Issued

The Commission in 1914 issued two publications which were placed in the hands of every Road Supervisor, County Commissioner and County Surveyor in the State. "The Montana Highway Commission Road Pamphlet, No. 1," dealt with the road drag and its use. Pamphlet No. 2 dealt with the construction of earth roads and the drainage problem. Several bulletins which were of interest to particular sections of the State were issued from time to time. These publications and bulletins, issued primarily for county officials, were very instrumental in the first standardization of Montana roads.

First Law
Vague

The appointment of two regular state employees as ex officio members of the board and the loosely worded authorization of the duties of the Commission indicates that even in 1913 the State legislature was hesitant to assume much authority and very little responsibility for constructing and maintaining public roads throughout Montana. This condition was true probably because the problem of financing a permanent road program had not been solved.

In Montana, with its rapid population growth and settlement of heretofore undeveloped new country, the need for roads was increasing faster than the funds with which to pay the cost of even the cheapest construction. The tendency theretofore had been to insist upon a large mileage at the cheapest possible cost with a consequent sacrifice of permanence of the roads built. It was at last realized that the time had come when this practice should be offset by an economical plan for constructing each year a certain mileage of permanent roads.

First Bridge
Department

The Fourteenth Session of the Legislature in 1915 amended the road laws in such a manner as to require the Commission to furnish standard plans and specifications for all bridges to be constructed or repaired, the cost of

of any of which would exceed five hundred dollars.

After investigating methods followed in other states, the Commission organized the bridge department on June 1, 1915, and employed a structural steel designer of many years successful experience both in designing and building steel and concrete structures as bridge engineer, and immediately began furnishing plans and specifications for all bridge work as called for by the several counties.

A very careful study of traffic conditions peculiar to Montana roads was started immediately with particular attention to bridge requirements and more particularly to the effect of the various wheel loads on the structures. Special attention was given to the kind, weight and frequency and effect of livestock loads, automobile trucks and heavy traction engines of various types then in common use.

All data collected were carefully compared and tabulated to the end that standard bridges might be designed to meet conditions existing in Montana, particularly with reference to the most economical construction.

In accordance with those decisions, standard specifications, with standard forms for advertising and a standard form of bidding sheet, were published. Fifty copies were filed in the office of the Clerk of each county. In addition to the standard specifications, standard plans for small bridges and culverts were made and placed on file in each county.

All plans were furnished directly to contractors from the Commission's office at Helena and a sufficient supply to meet needs furnished the clerk of the county asking for bids on road jobs.

After a contract was let, the construction of the bridge was supervised by the State Bridge Department. If it was considered necessary, an inspector was stationed on the ground during construction to insure fulfillment of all terms of the contract.

At the completion of a bridge, it was carefully examined by a bridge expert before final acceptance and before authorization for payment was made.

Thus the organization of the Bridge Department was another extremely important step in State participation toward public roads.

On July 11, 1916, the President signed what was known as The Federal Aid Road Act, thereby making the same a law of the United States.

The Federal Act Road Act	Under the provisions of that law the Federal Government was authorized to spend for road improvements in the several states during the ensuing five years a total of seventy-five million dollars.
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The apportionment accruing to Montana under the law would be approximately \$1,500,000 (for the next five years) for use outside of forest reserves. In addition, under Section 8 of the measure, approximately \$70,000 annually for a period of ten years was apportioned for roads within the forest reserve districts of the State.

The law provided that the money be expended under the direction of the Secretary of Agriculture.

It was provided that the states meet the appropriation with a like amount, that is, on the basis of 50 per cent each, and that the money be expended only through the medium of the State Highway Department, which should make all necessary surveys, plans, specifications and superintend all construction, subject to approval by the Bureau of Public Roads.

Under that act, Montana was entitled to approximately the following:

\$ 98,000 for the year ending June 30, 1917
\$196,000 for the year ending June 30, 1918
\$294,000 for the year ending June 30, 1919
\$392,000 for the year ending June 30, 1920
\$490,000 for the year ending June 30, 1921

Revised State
Highway Com-
mission-1917

With the guarantee of this financial assistance from the Federal Government, it naturally became apparent that Montana needed additional legislation pertaining to State participation in highway matters. Thus a new and completely revised State Highway Commission was established by the fifteenth session of the Montana Legislative Assembly on March 15, 1917.

Intention

In the first section of the act is the "declaration of intention." It reads: "The object of this act is to secure a uniform system for the construction and improvement of main highways throughout the State of Montana, and to obtain the benefits of Federal Aid under the Act of Congress approved July 11, 1916."

Commission

The Commission consisted of twelve members, one from each of twelve districts into which, under the statute creating the Commission, the State was subdivided. The members were appointed by the Governor and the appointments were to run for a period of four years, except that the first appointments were so arranged that the terms of office of three members expired the first year, three the second, three the third, and three the fourth year. The counties in each district were as follows:

Highway
Districts

No. 1	Lincoln, Flathead, Sanders
No. 2	Mineral, Missoula, Ravalli
No. 3	Beaverhead, Madison, Gallatin
No. 4	Silver Bow, Deer Lodge, Granite
No. 5	Lewis and Clark, Broadwater, Powell, Jefferson
No. 6	Cascade, Musselshell, Meagher, Fergus
No. 7	Chouteau, Teton, Hill, Toole
No. 8	Blaine, Sheridan, Valley, Phillips
No. 9	Carbon, Stillwater, Sweet Grass, Park
No. 10	Rosebud, Yellowstone, Big Horn
No. 11	Custer, Prairie, Fallon
No. 12	Wibaux, Dawson, Richland

The Commission was required to meet semi-annually on the first Mondays of May and November. The members of the Commission acted solely as such and received no compensation for their services, but received only actual expenses incurred in the performance of their duties.

Executive Committee The State Highway Commission was required by the law to elect from its membership an Executive Committee of three, one of whom would be designated as president of the Commission and of the Executive Committee. The Committee was empowered to make regulations for the actual conduct of its work and business and all contracts were to be executed by the Executive Committee.

Highway Engineer & Bridge Engineer For slightly less than one year after the organization of the Commission in 1917, the management of the department was divided between a Highway Engineer and a Bridge Engineer, both reporting to the Executive Committee as a whole.

Chief Engineer This lack of centralized authority in a single executive officer led to confusion and uncertainty, and in the spring of 1918 the Committee created the office of Chief Engineer and designated such individual as the responsible executive officer of the whole department.

Summary Briefly then, the plan of organization of the Commission from 1917 to 1921 was as follows: (1) a representative and advisory body of twelve men, which selected from its membership (2) an Executive Committee or Board of Directors of three men, which in turn selected (3) an executive officer or manager known as the Chief Engineer who was responsible to the Committee for all the operations of the department and to whom all employees reported.

The general or broad policies were to be determined by the entire Commission at the semi-annual meetings and by the Executive Committee which was empowered to meet contingencies during the interim.

District Organization The operations of the department were conducted under the general direction of the Chief Engineer, acting as executive officer for the Commission and assisted by the headquarters staff at Helena. Immediate responsibility for all highway construction, however, devolved on District Engineers located at Helena, Great Falls and Billings.

The handling of work through district offices was decided upon in order that representatives of the department might be brought into closer touch with local officials and conditions and to avoid excessive travel expense, which in a state as large as Montana represented an annual expenditure of considerable proportions.

Divisional Organization The detail work of the department was grouped along divisional lines, each division representing a particular feature of the departmental activities.

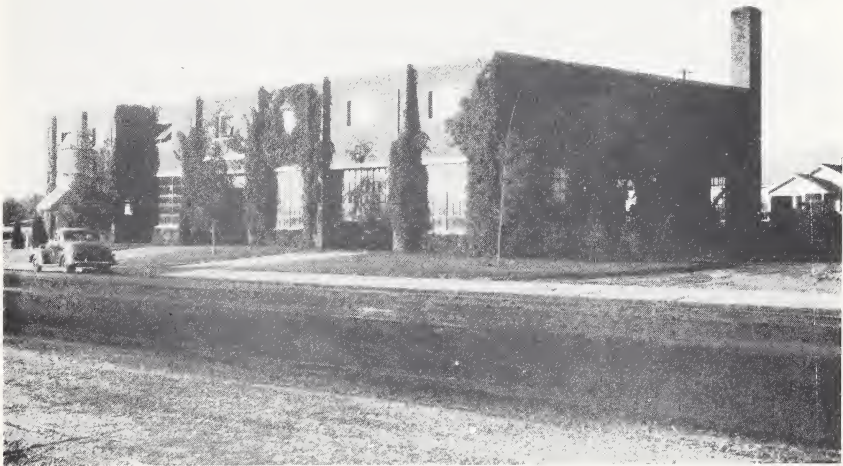
A brief descriptive outline of these divisions follows:

1. Division of highway location and construction.

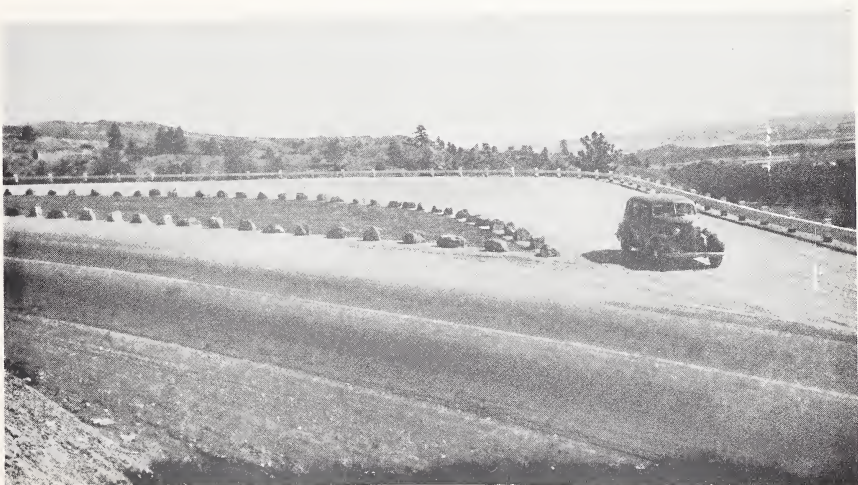
- (a) Assistant Chief Engineer in Charge
 - (b) Location and construction of all highway improvements for the details of which district engineers were responsible.
2. Division of Bridge Design and Construction
 - (a) Bridge Engineer in Charge
 - (b) Design and construction of all bridge projects, no responsibility for which attached to the district engineers.
 - (c) Preparation of designs for standard highway bridges and such supervision of the construction of these structures as were requested by counties building such improvements.
 3. Division of Office Engineering
 - (a) Office Engineer in Charge
 - (b) Office review of all plans, specifications and estimates for highway projects.
 - (c) Preparation of documents for transmittal to and the handling of all correspondence with the Bureau of Public Roads of the Department of Agriculture in connection with Federal Aid improvements.
 4. Division of Tests
 - (a) Testing Engineer in Charge
 - (b) Testing and analyses of materials proposed for use in connection with road and bridge improvements.
 5. Division of Equipment
 - (a) Field Superintendent in Charge of field operations
 - (b) Shop foreman in charge repair shop at Deer Lodge.
 - (c) Handling and repair of State and Federal equipment and operation of such equipment except that under perpetual lease to civil subdivisions of the State.
 6. Stenographic and Clerical Division
 - (a) Head stenographer in Charge
 - (b) All stenographic and clerical work of the headquarters office in Helena.
 7. Division of Accounts
 - (a) Chief Accountant in Charge
 - (b) Handling, auditing and payment of all claims and the maintenance of accounts and cost records.

All persons in charge of divisional activities were to report directly to the principal Assistant Engineer who was in responsible charge of the department in the absence of the Chief Engineer.

The fifteenth session of the Montana Legislative Assembly, by an act approved March 3, 1917, further amended the Motor Vehicle Law of 1913 (registration of motor vehicles) to provide a schedule of annual license fees of five to fifteen dollars for motor cars and five to forty dollars for motor trucks to be collected by the Secretary of State as Registrar of Motor Vehicles. Disposition of revenue collected under this measure is explained



DIVISION OFFICE AND SHOP, MISSOULA, MONTANA



LOOKOUT POINT IN EASTERN MONTANA



MODERN BITUMINOUS ROADS IN MONTANA

in the Biennial Report 1919-1920, as follows:

"The present plan of distributing motor vehicle license fees is as follows: The Secretary of State deducts administrative expense estimated by him at ten percent. One fourth of the net fund remaining is rationed direct by the Secretary of State to the counties, and the remainder or three-fourths of the net total is deposited to the credit of the State Highway Fund. Of the amount so deposited, two-thirds or one-half the total net receipts is available to the State Highway Department to defray all the costs of its operation. One-third of the amount deposited with the State Treasurer, or one-fourth the total net receipts, is expendable in the county of origin under the direction of the State Highway Department. In this connection the Committee states frankly that it has not returned to counties the fund referred to as expendable under its direction in the county of origin, since it was absolutely necessary that the fund, inadequate though it was, be retained. The Attorney General has held that the Committee may legally use this fund to defray the costs of engineering operations in the several counties of origin; and pending more satisfactory arrangements for financing its operations this has been done. The significant point, however, is this: contrary to popular belief the State Highway Department has no source of revenue other than its share of the motor vehicle license fees. The department receives no legislative appropriations and no general tax is levied in its behalf. It is inconceivable that an annual business of five million dollars can be handled efficiently and economically under the financial restrictions now obtaining."

The economic problems attendant to highway construction and maintenance reveal themselves throughout the entire life of the Montana Highway Department, yet at the close of 1920 the Department was definitely assuming shape and showing favorable results through its administration of Federal Aid which was matched in an equal amount by county funds. The following table shows the status of construction accomplishment of the department in connection with Federal Aid projects at the close of 1920.

SUMMARY OF WORK DONE BY THE STATE HIGHWAY COMMISSION OF MONTANA

December 1, 1920

FEDERAL AID PROJECTS ONLY - INCLUDING BRIDGES

	<u>1917-19</u>	<u>1920</u>	<u>Total</u>
1. Surveys: Miles Complete	441.61	1,007.50	1,449.11
	To 10/1/19		
2. Detail Plans: Miles Complete	145.63	846.27	991.90
	To 11/1/19		

CONTRACTS LET

3. No. of Projects	20	72	92
4. No. of Counties Involved	15	34	37

Continued

	<u>1917-19</u>	<u>1920</u>	<u>Total</u>
5. Miles of Road	98.05	563.39	661.44
6. Value of Work Under Contract exclusive of 10% for Engineering Contingencies	\$907,317.14	\$5,315,371.68	\$6,222,688.82

ADDITIONAL PROJECTS

7. Plans Complete, ready to advertise for bids as soon as counties can finance	Number Miles Value	21 128.71 \$1,570,466.27	21 128.71 \$1,570,466.27
8. Value at contract price of construction work actually accomplished by contrac- tors and by counties doing Day Labor Work for State		\$270,995.16	\$2,940,690.82
			\$3,211,685.98
9. Equivalent miles of completed road	19.57	292.57	312.14

Another reorganization of the State Highway Commission occurred March 22, 1921, by action of the "Extraordinary Session of the Seventeenth Legislative Assembly, Chapter 10."

State Highway Commission
Created 1921

The Commission was composed of a State Highway Commissioner and two Assistant Commissioners, each of whom was appointed by the Governor. The Commission determined matters of policy and employment, awarded contracts, approved claims and generally performed functions of a similar nature. The State Highway Commission was to meet at least once each month, usually in Helena, for the transaction of such business as would properly come before it.

State Highway Commissioner

The State Highway Commissioner was designated by law as Chairman of the Commission. He was a salaried officer appointed for a term of four years and devoted all of his time to the business of his office. The duties of the Commissioner were regulatory and broadly executive. All employees of the department were subject to his orders and instructions. The Commissioner was to execute contracts when authorized by the Commission to do so, approve all claims against the department and generally supervise its entire business.

Assistant Commissioners

The Assistant Commissioners were to meet with the Commissioner at regular monthly or called meetings. They received no salary but were allowed per diem and expenses.

Secretary

A Secretary was appointed by the Commission and performed the usual duties of such office. Under

that plan of organization the Secretary was also the Chief Clerk of the Department.

Chief Engineer A Chief Engineer was designated by the Commissioner as the operating executive of the department to whom, either directly or indirectly, all other employees reported. He was responsible to the Commissioner and the Commission for the proper conduct of the work of the several divisions of the Department.

Functions and Organization The principal function of any State Highway Department has to do with the ultimate improvement of highways within the State. That was the function of Montana's Highway Commission in which the public was generally vitally interested. Under prevailing statutes, the Commission was required or authorized:

1. To enter into contracts with the United States Government and to do all other things necessary or required to secure for Montana the benefits of Federal highway legislation;
2. To designate what were to be termed State highways; and,
3. To make rules and regulations for their improvement and control;
4. To organize and operate a division of maintenance and to maintain state highways constructed by the State;
5. To erect and maintain guide and warning signs on State highways;
6. To cause unlawful advertising, guide or warning signs to be removed;
7. To prosecute violations of the general highway laws;
8. To compile statistics relative to public highways throughout the State and to collect information in regard thereto;
9. To investigate and determine the various methods of road construction adapted to different sections of the State;
10. To give advice and assistance to local highway officials.

Commission's Working Organization The Commission's working organization was finally making good progress in administrative development. The State Highway Commission law provided for the establishment of a Commission headed by a State Highway Commissioner and for the employment of such engineers and other assistants as might be required. In 1919 the State Highway Commission established district offices in different cities, and the plan of handling its business through such district offices has continued ever since. The work of the department was sub-divided logically, there being a responsible employee in charge of each division. An idea as to the scope of the various operating divisions may be obtained from the following brief outline:

Office Management

All departmental activities cleared through the Office Manager. That official was responsible to the Chief Engineer for the proper conduct and disposal of all business, both field and office, pertaining to the administrative section of the department and of all miscellaneous matters not of a strictly engineering nature. He also assumed responsibility for follow-up of all business of every nature.

Pre-Construction

After the initiation of a road project, the details of engineering, including surveys, plans, and detailed estimates, were conducted under the supervision of the Office Engineer.

Construction

After a contract was awarded responsibility for all details involved in connection with the construction and final acceptance of both road and bridge projects was assumed by the Construction Engineer. The latter was held responsible for all pre-construction matters pertaining to bridge projects. The testing laboratory operated under the general supervision of the Construction Engineer.

Maintenance

All maintenance operations were conducted under the supervision of a Maintenance Superintendent reporting directly to the Chief Engineer.

Equipment

This division operated under the direction of a Mechanical Superintendent, who was responsible for the handling and repair of all mechanical and motor equipment coming into possession of the department and for the proper storage and safe keeping of all stores and records pertaining to the division.

Accounts

The operations of this division were conducted under the supervision of an Accountant. The latter was responsible for all financial records of the department and for the proper accounting for, and correct disbursement of, all monies and securities pertaining to the Commission.

Stenographic and Clerical

This division operated under the direct supervision of the Secretary and Chief Clerk, who was also responsible for departmental purchases and records of them.

District Office

As above noted, the Commission had continued the practice of conducting its operations through district engineers in order to more adequately serve the public and co-operate with local officials. The business of the district offices was cleared through the division head in the head-

quarters office responsible for the matter in question.

In 1922 Montana had 67,000 miles of public highway, which could be classified roughly as follows:

	<u>Miles</u>
In the Primary Highway or 7 per cent system, eligible for Federal Aid - - - - -	4,700
Additional important intercounty or primary county roads- - - - -	4,300
Additional roads of particular importance to local communities, computed on the basis of approximately 200 miles per county- - - - -	10,000
Sub-total representing roads of recognized but not equal value and importance- - - - -	19,000
Additional roads of some value to relatively small groups of citizens- - - - -	24,000
Roads of uncertain or unknown value many miles of which should perhaps be abandoned - - - - -	<u>24,000</u>
Total of public highways in the State- - - - -	67,000

Inadequacy of Local Funds This road mileage had grown year by year, presumably keeping pace with the development of the State and its several communities and with the idea of serving the public interests. For the four-year period of 1916 to 1919, inclusive, before the State Highway Department had begun the active prosecution of Federal Aid projects and before any taxes were paid to retire the six and one-half million dollars of county road bonds voted in September, 1919 to match Federal Aid money, the average expenditure by all counties in the State for road and bridge construction and maintenance was \$3,790,000 per year. That was equivalent to less than \$57 for each mile of public highway. That this fund was inadequate to meet the highway needs of the State at that time was evidenced, first, by the fact that in the fall of 1919 the people of the counties voted six and one-half million dollars worth of bonds for additional highway improvements, and second, by the further fact that with funds available to the counties and the State, including Federal Funds, the improvement and maintenance of important highways had not progressed with sufficient rapidity and road maintenance generally throughout the state had not been of a character satisfactory to the traveling public.

The United States Department of Agriculture advised that at the end of the year 1914 Montana had 609 miles of improved roads and that by the end of the year 1920 that mileage had been increased to 900 miles. From 1889 to 1922, fifty-one million dollars of Montana money had been expended

on public highways in the state.

In general and with but minor exceptions, funds for financing county and state highways up to and through 1922 had been derived from County tax levies. The state as a whole had paid no part of the cost of actual road construction and Montana's state and county road improvements from 1918 to 1922 were financed largely from county bond issues.

Practically all of the state highway improvements carried out by the State Highway Department to this time were done with Federal Aid. The department was prohibited by law from using any of the funds available to it for the actual construction of roads or bridges and at no time during the life of any state highway department in Montana, up to and through 1922, was there available a fund adequate for the construction of any considerable mileage of improved highways.

Those states which seemed to be most successful in accepting Federal Aid for road improvement were those that did not depend entirely upon the Federal Government but which had revenue that could be applied to the reasonable improvement of important highways without such help.

Gasoline Tax The Legislature of 1921 levied a gasoline tax of one cent per gallon upon all gasoline used in motor vehicles. That tax developed an annual revenue of approximately \$275,000. Unfortunately for the road users of the state, however, the revenue was not credited to any state or county road fund but was apportioned one-third to the school fund and two-thirds to the general fund of the state.

Federal Highway Act 1922 On November 9, 1921, the United States Congress passed what was known as the Federal Highway Act, carrying an appropriation of \$75,000,000. That act was amended on June 19, 1922, making provision for a three-year program of Federal Aid and carrying an additional appropriation of \$190,000,000.

Highway Department With this new Federal appropriation available for matching, it was becoming more and more apparent that the State Highway Commission needed more capital with which to match Federal money. Many counties were beginning to find themselves unable to finance their share of Federal Aid projects known to be worthy and desirable. Some counties were taking the position that Federal Aid improvements were too costly, and regardless of the availability of local funds, preferred not to co-operate with the department in prosecuting certain Federal Aid projects. Obviously the State could not expect to exercise necessary control over its road-building program, nor could it plan for the most economical and satisfactory prosecution of its work, unless it controlled the funds provided for the purpose, regardless of the state-wide or local origin of those funds.

Bureau of Public Roads established in Helena The Bureau of Public Roads established an office in Helena for maintenance of close contact with the State Highway Department and its work. That office was in charge of a Senior Highway Engineer and all requests for Federal Aid, all plans submitted for

approval and all general correspondence relating to Federal Aid work in the State were addressed by the State Highway Department to the Helena office of the Bureau of Public Roads.

Highway Commission Proposal The State Highway Commission had studied the matter of Federal Aid carefully and continuously throughout the period of its existence. Through 1922 it had not been possible for the Commission to put into effect any such policy which is hereinafter suggested for the reason that funds were not available to it to match or help in matching Federal Aid. At its meeting in Helena on September 29, 1922, the Commission adopted the following definite policy, which, it believed, would enable the State to accept the full benefits of Federal Aid and to contribute to the general upbuilding and improvement of the entire trunk highway system:

"(a) All Federal Aid projects shall be initiated by the State.

(b) The State, from funds which the Commission hopes will be made available to it, shall contribute to the cost of all approved Federal Aid projects. The distribution of cost of Federal Aid projects as tentatively adopted by the Commission will be approximately as follows:

Federal Government	- - - - -	53 Per cent
State	- - - - -	27 Per cent
County	- - - - -	20 Per cent
		<u>100 Per cent</u>

(c) Federal Aid projects shall be restricted to those improvements of excessive cost and necessity where a relatively high standard is justified or where the physical difficulties to be overcome justify a considerable expenditure. This includes gravel surfacing. Recognizing that in addition to the work already completed or under way it is possible for the department to secure only approximately 1,600 miles of highway from Federal funds now appropriated, the department is convinced that all of the money can be used under the restriction stated. In effect this means simply that there are 1,600 miles of important roads in the State that require such a relatively high standard of improvement or that because of their location are certain to be so costly that Federal Aid can be applied to them with decided benefit and economy to the State.

(d) The gravel surfaced highway shall for the time being continue to be the standard of improvement. The department knows of not more than 100 miles of highway in the State in connection with which prevailing traffic justifies the construction of an expensive surface."

Seven Per cent System Within the Federal Highway Act of 1922, Federal road funds were restricted in each state to a system of highways not to exceed seven per cent of the total road mileage of the State. Not exceeding three-sevenths of the mileage within the seven per cent system was designated as the primary system upon which not more than sixty per cent of the Federal Aid money should be expended. The remainder of the seven per cent system, or four-sevenths of the total mileage eligible for Federal Aid, was designated as the secondary system. The primary system was composed of those highways interstate in character and importance, while the secondary system was a rather restricted intercounty system. First priority projects were those connecting county seats. The seven per cent system in Montana comprised approximately 4,700 miles of road.

Two cent
Gasoline
Tax

In 1923 the State Legislature enacted a two-cent-per-gallon gasoline tax of which forty per cent was given to the State general fund; forty per cent to the counties for road purposes, and twenty per cent to the State Highway fund.

License
Plate Law
1917-1923

This act for financial assistance to the State Highway Commission was almost entirely nullified by another Legislative act that same year which gave 100 per cent of the motor vehicle license fees to the counties. In 1917 the license law provided that 25 per cent of the proceeds go to the counties and 75 per cent to the State Highway fund (one-third of which went back to the counties from whence it came).

Summary
1916-1926

It was in 1916 that the Federal Government and many of the states began to see clearly that there was need for better highways to accommodate the traffic that was rapidly developing with expansion of the use of automobiles. The Government began to supply co-operative funds under rather restricted conditions. Montana in the next year tried to respond. The State wandered through quite a maze of legislation, following the organization of a highway commission in 1917, but did not put any appreciable state revenues into actual construction until after the law known as Initiative Bill No. 31 was referred to the people at the general election of 1926.

Under the various laws that gave a limited revenue to the State Highway fund up to 1926, the only funds of consequence that were applied to road purposes were appropriations for engineering, administration and overhead, and practically nothing for construction contracts. The state in this way directed construction almost entirely through the proceeds of county bond issues and of county general road funds that were voluntarily supplied for matching Federal Aid; and in building across Indian reservations with 100 per cent Federal funds.

The construction accomplished in this manner from 1917 to 1926 aggregated 1,085 miles of improved road on the Federal Aid system, and 197 miles of post roads not on that system, this latter mileage having been constructed from Federal Aid appropriations made by Congress before the establishment of the Federal Aid system by the act of November 9, 1921.

The nineteenth legislative assembly in 1925 again changed the form of commission from that which had existed since 1921, consisting of one full time executive highway commissioner and two assistant commissioners whose duties were merely advisory, to a three-man per diem commission. The remaining structure of the Highway Department, however, was retained in the same form.

Gasoline
Tax 1925

In 1925 a legislative act retained the two-cent gasoline tax established by the act of 1923, but reapportioned the proceeds so that the State Highway fund received 15 per cent rather than the 20 per cent it had been receiving since 1923.

Initiative
Measure No.
31

Initiative bill No. 31 passed at the general election November 2, 1926, by a majority of 72,531. It provided that the revenues derived from a three-cent-per-gallon tax on gasoline go to the State Highway fund to match Federal Aid funds available for construction and for maintenance of the Federal Highway mileage as fast as it was constructed. It provided also that the overhead expense to the State should not exceed 8 per cent of the volume of business done and that construction should go forward in the various financial districts in proportion to the remaining unconstructed mileage in that district.

Twelve
Construction
Districts
1927

The 1927 legislature re-enacted this gasoline tax bill and passed two additional enactments--one rebating the tax to industry and agriculture, and the other dividing the State into twelve Construction districts and fixing the percentages of construction for each district in each year. The twelve districts and the 1927 yearly percentages of expenditures were fixed on the basis of uncompleted mileage on the Federal Aid System as follows:

Construction Districts

Number	Counties Included	Percentage Fixed By Statute
1	Lincoln, Flathead, Lake	8.07
2	Glacier, Toole, Liberty, Hill, Blaine	5.65
3	Phillips, Valley, Roosevelt, Sheridan, Daniels	7.68
4	McCone, Richland, Dawson, Prairie, Wibaux	6.38
5	Fergus, Petroleum, Garfield	7.07
6	Pondera, Teton, Chouteau, Cascade, Judith Basin	8.36
7	Lewis & Clark, Jefferson, Broadwater	11.44
8	Sanders, Mineral, Missoula, Ravalli Granite, Powell	10.08
9	Beaverhead, Deer Lodge, Madison, Silver Bow	8.18
10	Park, Gallatin, Sweet Grass, Meagher, Wheatland	7.77
11	Golden Valley, Musselshell, Stillwater, Yellowstone, Carbon, Big Horn, Treasure	8.63
12	Rosebud, Custer, Fallon, Powder River, Carter	10.69
Total		100.00

Gasoline Tax
Five Cents
Per Gallon

The only State revenue going to the State road program was that from the gasoline tax. The first receipts from the three-cent-per-gallon gasoline tax enacted by Initiative Measure No. 31 were collected in March, 1927. The three cent tax continued to and including April, 1929 when the legislature raised the tax to five cents per gallon

effective April 1, 1929, the first revenue being collected in May.

Refund The Legislature of 1927 enacted a refund law of three cents per gallon to be paid to all consumers of gasoline used for purposes "other than propelling vehicles upon any of the public highways or streets of the State, "and this refund was increased in 1929 to five cents per gallon when the tax was increased.

Right-of- Previous to October, 1927, the duty of securing Way 1927 right-of-way for Federal Aid construction was assumed to rest with the counties, and it was so done. A Supreme Court decision, however, found that the securing of these rights-of-ways and the expense involved fell upon the State as a part of the construction cost. No Federal Aid was obtainable for right-of-way expenditures.

The Attorney General was empowered to exercise the right of Eminent domain in the acquisition of Rights-of-Way for use by the Highway Department when directed to do so by the Highway Commission. On July 15, 1929 the Commission employed a Right-of-Way Attorney for the Right-of-Way Department. The attorney was employed because it had become necessary to have connected with the department a lawyer who could handle legal matters referring to right-of-way settlements and assist the Attorney General's office in conducting condemnation suits.

Maintenance The Federal Highway Act required that all mileage 1927 that had been constructed through co-operation with Government funds should thereafter be maintained by local or state money. The Government would not appropriate funds for maintenance in any amount. Indeed, since the passage of Bill No. 31, one of the most difficult problems was to find funds sufficient to maintain the Federal Aid projects which had been built, including some of the earlier construction which was allowed to deteriorate previous to 1927 because funds were not provided for its upkeep. The amount of money required in this department would, no doubt, be larger year by year, because the constructed mileage was constantly increasing and the volume of travel was continually demanding more expenditure per mile for maintenance.

Highway There is hardly anything more appreciated by the Markings traveler than adequate marking of the highway. Responding to this demand, the Montana Commission began putting the United States markings on all of the United States system and Federal Aid mileage. These signs were the same as those used in other states and the markings were in accordance with regulations of the American Association of State Highway officials. Agreements were made with neighboring states so that highways on the Federal Aid System, which cross the State boundaries, would bear the same number in Montana as in other states. This has been found to be a great convenience to travelers, since it enables them to follow the same route number to their destinations even though they pass through several states.

Traffic Census In order to obtain information as to the amount 1929-1930 of traffic using the various routes of the Federal

Highway System, monthly traffic counts were taken at about one hundred and fifty designated stations during the summers of 1929 and 1930. These counts were taken by regular maintenance employees without extra expense and were of great value in determining the standard of road surface required to serve traffic adequately. The volume of traffic is an important and often the determining factor in deciding upon priority of construction. The keynote of economic use of highway revenue is the arranging of road systems and the building of them so that, with the least possible expenditures, the greatest volume of traffic is accommodated.

Snow Removal As additions were made to the constructed mileage snow removal became more and more desirable and the investment became larger year by year. During 1930 there was expended for snow fence about \$60,000 and with that amount 240,000 feet were erected. At that time the State owned five rotary snow plows, and other snow removal equipment which cost about \$12,000. The policy adopted by the Commission was to purchase snow removal machinery for each district as rapidly as revenue could reasonably be used for that purpose.

Depression The high tide of production and economic well-being experienced by the nation during the mid-1920's was, with the close of the decade, beginning to fall to a low ebb. A cycle of economic depression was at hand, the spread and duration of which was to have a far reaching effect on the daily life of the nation. With the wane of industrial activity came mounting unemployment, nation-wide in extent.

Appropriation for Emergency Construction In an attempt to increase employment, regular Federal Aid authorizations were released to the States so that customary co-operative construction might proceed. It soon became apparent, however, that since many States were without sufficient funds to match these Federal Aid apportionments, other provisions were necessary to enable the States to award contracts at the earliest possible moment. Accordingly, the Congress in Washington, in an act approved December 20, 1930 appropriated supplementary funds for emergency construction on certain public works. There was appropriated \$3,000,000 for national forest highways, a like amount for roads on unappropriated public domain, \$80,000,000 for Federal Aid roads. Montana's share of the forest highway appropriation was about \$350,000 and of the public lands appropriation about \$165,000. The appropriation for Federal Aid roads, of which Montana received about \$1,600,000, was apportioned to the several states under the provisions of the Federal Aid Road Act, as amended, as a temporary advance or loan to be used by them to match regular Federal Aid. These loans were to be reimbursed to the Federal government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular Federal Aid apportionments. Further provisions stated that the funds could be used only in payment for work completed before September 1, 1931 and that should there be unclaimed apportionments, these unclaimed funds could be reapportioned to States capable of using them before September 1, 1931.

It was, of course, readily understood that special and emergency Federal appropriations for the relief of unemployment did not at all re-

move the necessity for legislative action on the part of Montana to supply revenue for matching the present surplus of regular Federal Aid funds or future allotments. Since the unemployment appropriations were for the most part in the nature of a loan, it did not materially change the relative situation between the Government and the State, or the need of State revenue to match the surplus Federal Aid that at that time stood to the credit of Montana and which would be taken away from the State, and reapportioned to other states, if we were not able to match it in accord with the provisions of the Federal Highway Act.

Emergency Federal Aid Projects	All Federal Aid projects on which advance funds were used wholly or in part as a substitute for State funds were to be called "Emergency Federal Aid Projects".
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On January 26, 1931, the Governor approved House Bill No. 1, the Gasoline Tax Debenture Bill, whereby the Commission adopted the following resolution:

Whereas, the said Act is designated, in Section 7 thereof as "The Highway Treasury Anticipation Debenture Act of 1931," and directs that the State Highway Commission shall anticipate the proceeds of the collection of the license or excise taxes on motor fuels by the issuance and sale of State Highway debentures in the amount of One Million Five Hundred Thousand Dollars (\$1,500,000) during each of the years 1931 to 1934, inclusive, not to exceed in the aggregate Six Million Dollars (\$6,000,000), the proceeds from which debentures are to be used for highway purposes as provided in said Act.

Debenture Bill Unconstitutional	On February 21, 1931, almost a month after its enactment by the legislature, House Bill No. 1, the Gasoline Tax Debenture Bill, was declared invalid and unconstitutional by the Supreme Court which ruled that the issuance and sale of those debentures created a liability against the State in excess of \$100,000 in contradiction of the constitutional provision which limits liabilities of the State to that amount for a single purpose, unless a greater liability should be authorized at a general election.
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Referendum Measure No. 35 made Law 1931	The day after the decision of the Supreme Court was handed down a conference was held which resulted in a decision to endeavor to have the legislature enact a referendum measure to be submitted to the people as early as practicable, embodying the same proposition of issuing a total of six million dollars of highway debentures over a period of four years from 1931 to 1934 inclusive to be amortized from the gasoline tax revenue. The referendum measure was prepared and introduced in the House of Representatives where it was immediately passed and, upon being passed by the Senate, was approved by the Governor on March 3, 1931. The general election called by the Bill was set for May 5, 1931, at which time it passed with a majority of nearly three to one in favor of the measure. On May 19, 1931, the Governor issued his official proclamation declaring Referendum Measure No. 35 to be in full force and effect as of that date, thus giving Montana its first opportunity to take full advantage of all Federal Aid available.
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The securities for the year 1931 were sold but those authorized for 1932 could not be disposed of although advertised for sale on three different occasions. The emergency appropriations, however, had come in and helped so much that at the end of the sixth year the department had completed or made provisions for initial improvement of 4,000 of the 5,000 miles on the Federal system. The greater part of the grading had been surfaced and 1,200 miles had received some type of bituminous treatment. Under the emergency highway appropriation, which became available in the summer of 1932, more than \$6,000,000 in contracts were let from August to December. There remained about \$3,500,000 worth of work to be done under these contracts in 1933. To the large number of citizens of Montana interested in the completion of the State Highway System at the earliest possible date it was a matter of regret that, under statutory limitations, this program had received a substantial setback because the 1932 issue of the highway anticipation gasoline tax debentures could not be sold. The law provided that the issue of \$1,500,000 authorized annually for the four years from 1931 to 1934 must be sold during the year for which authorized.

At the end of 1932, the gross mileage of the Federal Aid System, according to official records of the Bureau of Public Roads as approved by the Secretary of Agriculture, was 5,283.2 miles. Of this mileage 3,985.1 miles had undergone initial improvement, which was the grading on a permanent alignment. Of the improved mileage 3,642.1 miles had been surfaced with crushed gravel, rock or scoria, leaving 343 miles which were graded only. Of this surfaced mileage, 50.7 miles had been hard-surfaced and 1,197.1 miles had been oiled, with 2,349.2 miles of gravel surfacing or comparable type, including city streets. There remained 1,027.5 miles upon which the initial improvement remained to be performed.

The total capital investment in improved State highways in Montana at this time on the Federal Highway System including early county co-operation exceeded \$52,000,000. Adequate conservation of this investment, which means proper maintenance, has been and is a primary responsibility of the State Highway Department.

Oddie-Colton
Bill

Financial difficulties impeded the rapid completion of through routes across Government lands which occupied a large part of the area of the State and the formulation of a Federal policy was necessary. The Oddie-Colton Act, approved June 24, 1930, established the policy, not formerly recognized, that the Federal Government should assume responsibility for the survey, construction, reconstruction and maintenance of main roads through unappropriated or unreserved public domain, non taxable Indian lands or other Federal reservations other than the forest reservations without requiring of the states any contribution on the cost of the work.

The necessity for this law developed from the fact that most of the eleven western states were making rapid progress outside of Federal areas in the construction of transcontinental highways with Federal Aid funds matched with State money, but at the same time, existing appropriations for necessary links across Federal lands were not sufficient to keep pace with the program of the states. Public domain, Indian lands, etc., total 13.58 per cent of the area of the State of Montana.

National Forest roads were divided into two classes to correspond with the character of the use--forest highways and forest development roads. The forest highways are those roads wholly or partly within or adjacent to national forests and serving them and which are of primary value to the States, counties and communities. The forest development roads are those of primary value in the protection, administration and development of the national forest areas.

The forest highway routes, consisting of roads constructed with Forest Highway, Federal Aid, State and local funds, are often portions of the main trunk roads between States and in many instances are included in the Federal Aid System.

During 1931 and 1932 the funds available for highway purposes were greater than during the previous biennium, even though the revenue from gasoline and motor vehicle taxes declined and local co-operation decreased. This contradictory situation was brought about by the allocation of Federal Emergency funds to the State as an employment measure which were in turn matched with the regular Federal Aid funds.

The record of the 1933 and 1934 operations of the State Highway Commission was a fabric of interwoven Federal and State operations, developed to furnish employment and made possible by Federal funds granted to the State under various titles. Due to the emergency many innovations were introduced in highway finances, in the work undertaken and in principles and purposes as compared to former practices.

Highways are in a sense a by-product of commercial expansion. Consequently it was somewhat of a paradox that the pioneer roads which were first built to expand the productive areas and which were later rebuilt to highway standards, had themselves become a primary means of livelihood in a time of stress. They were providing employment during a depression and transportation facilities for the future.

The period opened with State and County resources steadily declining and with public opinion adverse to providing large sums for unemployment relief. As time passed, economic conditions affecting labor became of such an unsettled nature that special rules were required to meet the depressed conditions.

Congress, recognizing a national emergency, enacted the Federal Emergency Relief Act which was approved May 12, 1933. This act, however, involved co-operative features and was not sufficiently direct in action.

The National Industrial Recovery Act, approved June 16, 1933, appropriated funds for highway construction by the several states with the purpose of encouraging national industrial recovery by increasing employment quickly. It was provided that no part of the funds apportioned to any State need be matched by the State and that such funds could be used to match unobligated balances of previous Federal Aid apportionments. Funds were also appropriated for emergency construction on secondary or feeder roads.

On November 7, 1933, the President of the United States created the Civil Works Administration and it was at once effective. It continued to

function until April 1, 1934, when it was discontinued and replaced in a much modified form by the reorganized Federal Emergency Relief Administration. The full force of the National Recovery Administration then began to be felt and projects were put under closer control as employment gained headway.

On June 18, 1934, Congress made a further appropriation under National Recovery Administration regulations for the fiscal year 1935 and re-established regular Federal Aid with amendments for 1936 and 1937.

Thus the program of 1933 and 1934 was conducted in a great part with funds granted to the State by the National Government, and was conditioned upon employing the maximum amount of labor.

Feeder Roads 1935 Further recognition of the importance of feeder or farm-to-market roads was reflected in the appropriation for 1935, which carried a provision that not less than 25 per cent of the apportionment for any State should be applied to secondary or feeder roads, including farm-to-market roads, rural free delivery mail roads and public school bus routes.

The necessity for increasing employment was still the dominant factor in expanding the highway construction program. All Federal appropriations carried labor provisions which specified the occupational classifications, maximum hours, minimum wage rates and where necessary, daily transportation to and from the work. The latter requirement often resulted in the expenditure of funds where it was necessary to provide employment rather than where construction was most needed. The reconciliation of these two factors was difficult, as usually the population centers were already best provided with highway facilities.

Trend in Speed The trend in highway traffic in 1935 was toward higher speeds. This trend was met by improved surface and alignment at increased costs per mile. Due, however, to the increased climbing abilities of the passenger cars, a tendency developed toward increasing the rate of grade to partly offset the increased cost of the improved alignment. This, in turn, had a detrimental effect on truck movement in certain sections. The still slower speed of trucks delayed cars on heavily traveled routes and reduced the benefit of the improved alignment.

Organization 1935 By the end of 1935, there had been a few changes in the State Highway Department organization. Effective September 1, 1935, the Commission appointed an Assistant Highway Engineer whose duty it was to act in charge of the Construction Department and to handle all other duties which might be assigned to him by the Highway Engineer. New activities which were being undertaken by the headquarters office, such as personnel management and supervision, the highway planning project and other matters required the assignment of an Engineer of Special Assignments to have immediate charge of the work under the direction of the State Highway Engineer.

Payroll Auditor The Commission also directed that a man be engaged to serve as Payroll Auditor in connection with the

new Work Relief Construction Program, the duties of this person to consist of checking contractor's payrolls and personnel and seeing that all of the requirements of the Bureau of Public Roads with respect to the employment of labor and the monthly hours worked and minimum wages paid were met.

Bridge Department Earlier that same year the Bridge Department was re-organized, resulting in the assignment of a Bridge Engineer in charge of the entire Bridge Department, with a Bridge Designing Engineer in charge of preconstruction activities and a Bridge Construction Engineer in charge of bridge construction, both reporting to the Bridge Engineer.

Preconstruction Engineer A Preconstruction Engineer was designated to be in charge of all highway preconstruction activities including reconnaissance and routings, surveys, road plans and the securing of right of way. This change placed the Right of Way Department under the direction of the Preconstruction Engineer.

Classification of Employees and Uniform Wage Structure The Highway Commission in June, 1935, adopted a "Classification of Employees and Uniform Wage Structure" for engineering, technical and office employees, which provided that all employees of the same grade receive the same compensation.

This was set at a uniform rate for each grade in order that a uniform line of promotion could be established from the lower grades to the higher ones; thus employees could be promoted in a reasonable and uniform manner based upon satisfactory service and the development of their abilities so that they could become qualified for more important work as their length of service increased. It placed each employee then on the payroll under the proper classification in this uniform wage structure which was commensurate with the duties that employee performed; their advancement to a higher classification would thereafter be dependent upon their performance of the work assigned to them and their having earned such advancement; all recommendations for advancement to be made through respective department heads to and for approval by the State Highway Engineer.

State-wide Highway Planning Survey The need for accurate information relative to the mileage and present condition of all existing highways in each state, the volume and character of traffic, the amount and nature of highway expenditures, and many other related problems so that sound plans could be laid for future development was recognized by Congress when the Hayden-Cartwright Act, approved June 18, 1934, authorized use of Federal Aid funds for collection of such data. Highway Planning Survey offices were set up in each State under the supervision of a State manager with an engineer from the Public Roads Administration acting in an advisory capacity. The Montana office was established when the State Highway Commission entered into an agreement with the Bureau of Public Roads on October 10, 1935 (approved January 30, 1936) which agreement provided as follows:

STUDIES AND INVESTIGATION TO BE UNDERTAKEN

Article II. The Highway Department, under the advice and direction of the Bureau of Public Roads, shall conduct state-wide investigations,

and shall make surveys, prepare plans and assemble engineering, economic and other data deemed necessary for the general planning of a complete highway system and program of highway improvement in the State, which shall include the following:

(a) A road and bridge inventory of the State which shall show the status of improvement, the condition and location of public highways and of other related transportation facilities, the probable average life of surfaces, including the preparation of maps and tables classifying the data;

(b) Collection of information showing the actual and potential sources and objectives of highway traffic, as indicated by the distribution of motor vehicle ownership, rural population, land use, and other incidental and related facts;

(c) Traffic surveys covering all the public road mileage of the State, or so much thereof as may be necessary to furnish positive and quantitative information relating to highway use and to the distribution of traffic with relation to time, place, and character on the public roads;

(d) Investigations to determine the volume and character of highway transport within the State;

(e) Tax studies and analyses to develop information concerning the direct and indirect receipts and disbursements of revenues of the State and its subdivisions in relation to highways.

ANALYSIS AND PUBLICATION OF RESULTS OF INVESTIGATIONS

Article III. The Highway Department, under the advice and direction of the Bureau of Public Roads, representing the Secretary, shall assemble and analyze the results of the investigations and studies herein provided for in such manner as to permit their use for the purpose of classifying highways according to their importance, preparing programs for future budget and determining the equitable sources of revenues for highway purposes. The Highway Department further agrees that it shall publish the results of the investigations and studies made hereunder in such form and arrangement as shall be satisfactory to the Bureau.

Subsequent Federal Acts, and Agreements with the State Highway Commission, resulted in the indefinite continuation of the Planning Survey office. All of the above objectives, together with many other related studies, were substantially completed.--See pages 110 to 116 for details.

Highway Building
Constructed 1936-37

By 1936 the Highway Department had expanded to such an extent that it was evident that it had entirely outgrown its quarters in the Capitol Building. Office space had been rented downtown in Helena. The quarters occupied were entirely inadequate and cramped and the fact that several of the offices were located a mile or more away from the main office resulted in considerable inefficiency and waste. The Department was paying about \$4,000 annually in rent and it was considered that if that amount were capitalized, it would permit the construction of a building

for the department. The gasoline tax was increasing sufficiently, it was thought, so that the department could afford to allot approximately \$100,000 for the construction of a building of its own without jeopardizing maintenance and other necessary operations of the department. On June 25, 1935, the Highway Commission passed a resolution for executing and filing an application with the Federal Emergency Administration of Public Works for the construction, with 55 per cent State funds, and 45 per cent Federal grant, of a headquarters and maintenance office building on the State Capitol grounds in Helena, Montana. Under date of June 19, 1936, since the earthquakes in October of 1935 had exaggerated the need for the building and since no allotment had been made by the Federal agency, the application for a grant was withdrawn.

On November 1, 1935, the Commission directed that a friendly suit be brought in the Supreme Court to determine the legality of the action of the Commission in proposing to construct with gasoline tax revenues, a maintenance and control building for the department, and on March 25, 1936, the Supreme Court of Montana established that legality, thus furnishing the "go ahead" signal for the construction of the building. It was completed February 11, 1937 at an overall cost of \$157,926.69, all of which was paid out of State gasoline tax revenues.

Consulting Engineer On December 30, 1936, a Consulting Engineer was temporarily appointed by the Commission to act as the commission's legislative representative with headquarters in Helena. This assignment lasted just three months and the office of Consulting Engineer was abolished by the Commission on March 31, 1937.

Assistant Secretary On May 4, 1937, the Right of Way Attorney was appointed Assistant Secretary for the particular purpose of being thus authorized to testify in lawsuits concerning official records of the Highway Commission. It was thereby ordered that the Secretary and Assistant Secretary and Right of Way Attorney be authorized and directed to accept service of legal process directed to the Commission, or the members thereof acting in their official capacities.

Lack of Funds 1937-1938 During 1937 large appropriations were made by the Congress to relief and work agencies of the Federal government. Contrary to policy in previous similar appropriations, these funds were administered directly by the affected Federal agencies. Thus appropriations of unmatched Federal funds for expenditure on highways by the States were curtailed and as a consequence of this and a decrease in gasoline tax receipts, the Highway Commission was without sufficient funds to match regular Federal Aid appropriations.

100 Per cent Funds Refused Attempts to secure from the Government 100 per cent Federal funds to assist the State in making repairs, restoration and reconstruction of roads and bridges on the Federal Aid System were refused by the Washington office of the Bureau of Public Roads which announced that the relief funds provided by the Bureau would have to be matched with state funds under the statutory ratio of 56.25 per cent Federal Aid to 43.75 per cent State funds.

Debenture
Act-1938

As a result of the activities of the Governor and highway boosters throughout the State in their endeavor to secure a method for raising additional highway funds without increasing taxes, a Montana Highway Finance Committee was organized to initiate the measure for the State Highway Treasury Anticipation Debenture Act of 1938. This committee prepared an initiative measure authorizing the issuance of debentures of the State of Montana in the principal sum of \$3,000,000 to be used in matching Federal funds for road construction and to be amortized from the present 5¢ gasoline tax; the debentures were to mature at the expiration of ten years from date of issuance and were to be redeemable and payable at or on any interest payment date after the expiration of five years from date of sale. Sufficient signatures on the petitions sent throughout the State were secured so that the initiative measure could be placed on the ballot and voted upon at the general election to be held November 8, 1938.

In May, 1938, it was ordered that the policy of the Commission should be to take care of the roads already constructed and to devote most of its funds to maintenance and to maintenance betterments. This was predicated upon the policy of letting no new contracts if State funds were not available to match Federal Aid.

Debenture Act
of 1938 Passed

In the general election of November 8, 1938, Initiative Bill No. 41, the "State Highway Treasury Anticipation Debenture Act of 1938", passed by the overwhelming vote of 126,247 to 32,134, or a majority of almost four to one, and by proclamation of the Governor, became a law. Senate Bill Nos. 91 and 92 duly passed by the Twenty-sixth Montana Legislative Assembly were approved by the Governor on February 17, 1939. These two measures were for the purpose of clarifying, validating and amplifying the provisions of Initiative Measure No. 41. On February 25, 1939, the Supreme Court of Montana handed down its opinion, in a test case, validating Initiative Measure No. 41. Thus all preliminary procedure had been accomplished to clear the way for the sale of debentures.

Sale of
Debentures
1939

The State Highway Treasury Anticipation Debenture Act authorized the sale by the State of \$3,000,000 in bonds. These bonds were sold in two equal series in the amounts of \$1,500,000 each. Series No. 1, sold March 15, 1939, carried an interest rate of 1.90 per cent per annum and Series No. 2 sold July 1, 1939, with interest of 1.75 per cent per annum. So again we find the Montana Highway Department in a position to accept and match all available Federal Aid, thus beginning another era of accelerated construction and maintenance work on the State Highway system.

Public Roads
Administration

Reorganization Plan No. 1, prepared by the President and made effective on July 1, 1937, created a new administrative agency, the Federal Works Agency, into which were transferred a number of existing bureaus. Transferred from the Department of Agriculture was the Bureau of Public Roads and its name changed to Public Roads Administration. All functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads were delegated to the Federal Works Administrator, the executive head of the Federal Works Agency.

Feeder Road
Maintenance

On November 16, 1939, due to gross lack of feeder road maintenance by a number of counties, the following policy was formulated by the Commission:

"The Montana Highway Department is directly responsible to the Public Roads Administration for the maintenance of all Feeder Roads which are constructed all, or in part, with Federal funds. Inasmuch as the Highway Department has no funds available for the maintenance of such roads, the various counties in which feeder roads have been built with Federal money have executed agreements with the Montana Highway Department through their Board of County Commissioners, whereby the counties concerned assumed the obligation of satisfactorily maintaining the roads in question.

"It being evident, from reports received from competent authority with regard to the matter, that in a number of instances the counties have grossly neglected their obligations, as agreed upon with respect to the proper maintenance of feeder roads under their charge, it is necessary that the following policy with reference to the future allocation of State or Federal funds for feeder road construction be adopted.

"In all instances where continued reports from the inspecting engineers of the Public Roads Administration; or from the Division Engineers; or from the Maintenance Engineer of the Montana Highway Department show unsatisfactory feeder road maintenance conditions to exist, a letter will be promptly sent from the Maintenance office of the Highway Department to the county officials of the county concerned, calling their attention to the situation and requesting that the unsatisfactory features be remedied. In the latter connection, a representative of the Highway Department will shortly thereafter meet with such county officials and will recommend to them the manner in which the faulty maintenance section, or sections, may be most economically replaced in a satisfactory condition. The representative of the Highway Department will offer his field services in an advisory capacity to the county forces which will be engaged in the reconditioning of the feeder road, or roads discussed.

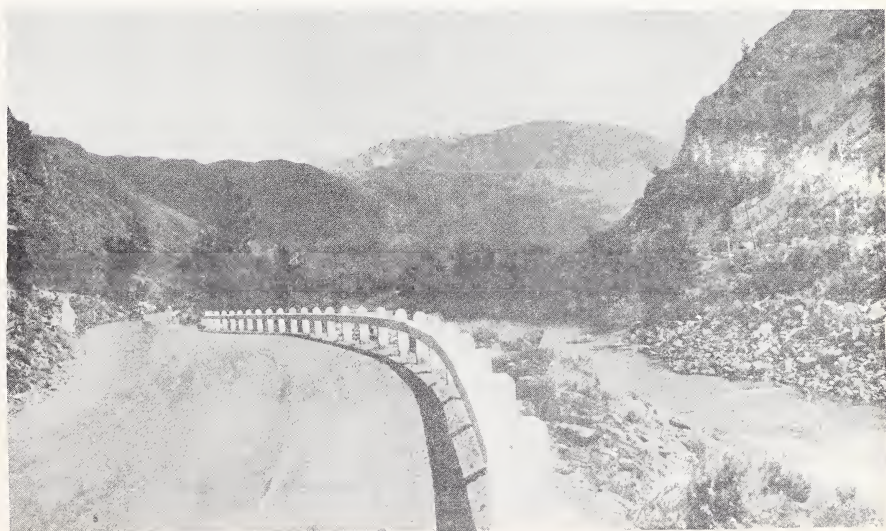
"If, within a reasonable period, as determined at the time and agreed upon with the county authorities, adequate steps have not been taken to replace the feeder road, or roads, in a satisfactory condition, the county responsible for the maintenance of such feeder road, or roads, shall be listed as ineligible for future allocations of feeder road construction funds.

"The adoption of this policy is dictated by the need of the protection of the public investment in feeder roads in those comparatively few counties where, for one reason or another, the feeder roads have been permitted to suffer needless deterioration through lack of proper attention upon the part of those responsible for their care."



SCENE ALONG HIGHWAY FROM BOZEMAN TO
YELLOWSTONE NATIONAL PARK

ALEXANDER ART CO. PHOTO



SCENE ALONG HIGHWAY FROM LIVINGSTON TO
YELLOWSTONE NATIONAL PARK



TYPICAL EASTERN MONTANA HIGHWAYS

Federal Aid
Apportionment
1942

In February, 1941, the Highway Department received its Certificate of Apportionment from the Public Roads Administration announcing the allocation of Public Lands Highway Funds for the fiscal year 1942, the amount allocated to Montana being \$80,621.

Another certificate was received at the same time from the Public Roads Administration announcing reapportionment of those portions of the Federal Aid road funds apportioned to the States for the fiscal years 1937 and 1938, heretofore withheld from said states pursuant to Section 12, of Act of June 18, 1934.

The amounts apportioned to Montana are as follows:

<u>Regular Federal Aid</u>	<u>Secondary or Feeder Roads</u>	<u>Elimination of Hazards at Railroad Grade Crossings</u>
\$10,641.00	\$1,093.00	\$2,102.00

The certificate stated that these reapportionment funds must be under agreement by June 30, 1941, and the Commission directed that the necessary steps be taken to have this accomplished.

Effective February 1, 1941, a new schedule of Federal Aid participation became effective in the Public Lands states, due to a recomputation of these rates. The new rate for Montana was 56.86 percent Federal Aid as compared with the former rate of 56.43 percent.

Five-Man
Commission
established
1941

The twenty-seventh Legislative Assembly of Montana, with the thought of establishing a better representation to govern the State Highway System of Montana, by enactment created a five-man State Highway Commission in place of the existing three-man Commission. Five districts were established and it was declared that each district should be represented by one Commissioner. The Act read as follows:

"Section 1783. State Highway Commission--creation--salary bond--term of office. There is hereby created a Commission to be known as the State Highway Commission to consist of five members to be appointed by the Governor and each of said members shall be a citizen of the United States and of the State of Montana.

"One of said members shall be a bona fide resident of a district consisting of the following counties: Lincoln, Flathead, Sanders, Lake, Mineral, Missoula, Ravalli, Granite, Lewis & Clark, Jefferson, and Broadwater; and one shall be a bona fide resident of a district consisting of the following counties: Powell, Deer Lodge, Silver Bow, Beaverhead, Madison, Galatin, Meagher, Wheatland, Park and Sweet Grass; and one shall be a bona fide resident of a district consisting of the following counties: Glacier, Toole, Liberty, Hill, Blaine, Pondera, Teton, Chouteau, Cascade and Judith Basin; and one shall be a

bona fide resident of a district consisting of the following counties: Fergus, Petroleum, Garfield, Phillips, Valley, McCone, Prairie, Dawson, Wibaux, Richland, Roosevelt, Daniels, and Sheridan; and one shall be a bona fide resident of a district consisting of the following counties: Golden Valley, Stillwater, Carbon, Big Horn, Yellowstone, Musselshell, Rosebud, Treasure, Custer, Powder River, Carter, and Fallon. Providing that said districts are herein referred to only for the purpose of defining the sections of the State of Montana from which the members of said Commission shall be appointed.

"Each Commissioner shall hold office for the term of four (4) years and until his successor is appointed and qualified and shall receive as compensation to be paid out of the highway fund, the sum of ten dollars (\$10.00) per diem for each day actually engaged in the duties of his office, including his time of travel between his home and place of employment of such duties, together with his traveling expenses while away from his home in the performance of the duties of his office. Provided, however, that said Commissioners herein provided for, shall not be appointed until such time as a vacancy exists in said Commission as constituted at this time.

"The Commission shall choose one of its own number as Chairman and shall have power to appoint an engineer and other employees of the Commission. The office of said Commission shall be maintained in the State Capitol building.

"Each Commissioner shall give bond conditioned for the faithful performance of his duties in the sum of ten thousand dollars (\$10,000.).

"Section 2. All acts and parts of acts in conflict herewith are hereby repealed.

"Section 3. This Act shall be in full force and effect from and after July 1, 1941.

"Approved March 10, 1941."

Although the Act provided that the five-man Commission be in full force and effect from and after July 1, 1941, it wasn't until the latter part of September, 1941, that the fourth Commission member was appointed by the Governor and qualified as a member of the Commission. The Commission then operated as a four-man body until the fifth member was appointed and qualified in January, 1942.

Construction
Curtailment
1942

With the year 1942, came a general curtailment in Federal Aid construction. Due to the National war-time emergency, Federal Aid funds already authorized were frozen to the extent that any such expenditures

within the State must be sanctioned by the Army or Navy and be expended upon the strategic highway system. It might also be noted that a rate of 78.5 percent Federal Aid participation was established for such work. The States were further assured that Federal Aid funds which naturally would not be matched by State funds in the required time due to the restricted construction program would not be cancelled but would be available for future use.

The entire nation was placed on an "all out" wartime basis, with but one objective in view and that being victory for the allied nations. This, of course, necessitated the streamlining of all governmental bodies and units so as to insure maximum efficiency.

Reorganization After a comprehensive study in cooperation with the
1942 Governor's Reorganization Staff and Committee on
 Reorganization and Economy, a new organization
structure of the Highway Department was approved by the Commission on
February 5, 1942. An outline of the new organization structure follows:

GENERAL SCHEME OF ORGANIZATION

All functions of the department are allocated to three major divisions--Engineering, Administrative Service and Accounting.

Operating functions for which the three major divisions are responsible, are grouped into twelve sections. Each section, headed by an appropriate officer, reports directly to the head of the division embodying the functions of that particular section.

The field organization comprises ten districts, each headed by a District Engineer reporting to the road construction and maintenance section with respect to all matters pertaining to the construction, maintenance and betterment of roads, and the construction of those bridges not handled directly by the bridge section.

ENGINEERING DIVISION

The Engineering division embodies six of the twelve headquarters sections and the ten field Districts. Headquarters sections are designated as follows:

- Road Construction and Maintenance Section
- Road Design Section
- Office Engineering Section
- Testing and Research Section
- Traffic and Planning Section
- Bridge Section

Road Construction and Maintenance Section

This Section is headed by a Road Construction and Maintenance Engineer reporting to the Engineering Division and functioning thru three staff subordinates--a Road Construction Engineer, a Maintenance Engineer and an Equipment Engineer. Instructions issued by either of the three staff subordinates to a District Engineer are issued in the name of the Road

Construction and Maintenance Engineer, under such delegation of authority as he may choose to allow each of the staff members.

Road Design Section

This Section is headed by a Road Design Engineer reporting to the Engineering Division and functioning through three staff subordinates - a Road Survey Engineer, a Road Plans Engineer and a Right-of-Way Engineer. Additional to the normal functions of this Section, the Road Design Engineer confers with the Bridge Construction Engineer with respect to the location of Bridge sites and grade separation structures. The general supervision of roadside development projects in which the Federal Government may participate, are handled by a staff member responsible to the Road Design Engineer.

Office Engineering Section

This Section is headed by an Office Engineer reporting to the Engineering Division and functioning through two staff subordinates - a Contracts Engineer and an Estimates Engineer. The functions of checking, verifying and approving payments to contractors on all road and bridge construction projects is included within the scope of the activities of this Section.

Testing and Research Section

This Section is headed by a Materials Engineer reporting to the Engineering Division and functioning through three staff subordinates - a Field Testing Engineer, a Laboratory Testing Engineer and a Head Research Chemist.

Traffic and Planning Section

Functions usually carried on by the Planning Survey will be performed by the Traffic and Planning Section. This Section is headed by a Planning Engineer reporting to the Engineering Division and functioning through three staff subordinates - a Statistician, a Traffic Engineer and a Head Map Draftsman.

Bridge Section

This Section is headed by a Bridge Engineer reporting to the Engineering Division and functioning through three staff subordinates - a Bridge Design Engineer, a Bridge Construction Engineer and a Bridge Maintenance Engineer. Although this arrangement provides for coordination of three principal functions and effects placement of responsibility for each of those functions, additional employees are not needed. The preparation of contract plans constitutes the responsibility of the Bridge Design Engineer. The Bridge Construction Engineer supervises the preparation of project-agreement estimates, special contract provisions, progress and final estimates, and exercises control over bridge construction operations and, in cooperation with the Road Design Engineer, determines the location of bridge sites and grade separation structures. The Bridge Maintenance Engineer also exercises control over drilling operations and assumes responsibility for subsoil surveys, in addition to duties involving

the repair and maintenance of structures. As set forth under Office Engineering Section, progress and final estimates are cleared through the Office Engineer for checking, verifying and approval.

ADMINISTRATIVE SERVICE DIVISION

The Administrative Service Division headed by the Secretary-Attorney embodies three headquarters Sections - the Office Service Section, the Processing Section and the Right of Way Acquisition Section.

Office Service Section

This section, headed by a Service Manager reporting to the Secretary-Attorney, functions as a unit to render office service to all Divisions and sections of the department. A service including extra stenographic service, messenger service, telephone service, mail service, office supply stockroom service, and the maintenance and servicing of central files.

Processing Section

This Section headed by a Processing Supervisor reporting to the Secretary-Attorney exercises control over all blueprinting, photographing, duplicating and other related processing services for all the divisions and sections of the department. Operation of the multilith machine, stencil cutting and mimeographing services also are centralized in this section.

Right of Way Acquisition Section

This Section headed by a Chief Right of Way Agent reporting to the Secretary-Attorney exercises control over matters relating to the acquisition of right of way that are not strictly of an engineering nature. It will have been noted that engineering activity in connection with rights of way is a function constituting a unit of the Road Design Section.

ACCOUNTING DIVISION

All related accounting and cost-accounting functions are embodied by the Accounting Division which is headed by a chief highway accountant functioning through three subordinate organization sections - a Work Control Section headed by a Budget Supervisor, a General Accounts Section supervised by a Head Bookkeeper and a Tabulating Section headed by a Tabulating Supervisor.

PERSONNEL AND PUBLIC RELATIONS

Matters relating to field district personnel clear through the Road Construction and Maintenance Section to the Personnel and Public Relations Secretary. Matters relating to headquarters personnel clear through the appropriate Division Head to the Personnel and Public Relations Secretary. This officer also exercises functional supervision of Port-of-Entry Attendants and functions with respect to activities related to public contacts, the dissemination of highway information and publicity.

FIELD DISTRICTS

Each field District, headed by a District Engineer, is vested with responsibility for road construction and maintenance activity within a particular area, through an operating staff of engineers, mechanics, sectionmen and field crews.

WAR EMERGENCY UNITS

War emergency units set up by the Federal Government, such as the Highway Traffic Advisory Committee to the War Department and the Public Work Reserve Committee, function as detached units with the exception that the review of public work reserve documents passes through district offices for review and recommendation prior to action by the Public Work Reserve Committee.

Résumé of Montana Highway Department Activities and Administration.

One of the first official acts of the first Highway Commission in Montana which was organized April 4, 1913 was to adopt a standard form for maps. Instructions for the compilation of these maps were forwarded to all counties. Nearly all the counties compiled and filed maps in accordance with the instructions and from that information the first State highway system was started.

The duties of the commission up until 1917 were mostly of an advisory nature, primarily to assist the counties in road building. The commissioners compiled data, however, on road needs, drainage needs and studies of traffic conditions, forwarding the results to all county commissioners. The fourteenth session of the State Legislature amended Montana road laws in such a manner as to require the commission to furnish standard plans and specifications for all bridges thereafter constructed or repaired, the cost of which should exceed \$500. After investigating methods followed in other states, the Commission organized the Bridge Department on June 1, 1915.

In 1917 the Highway Commission was reorganized and to it fell the task of finding ways and means of taking advantage of the Federal Aid made possible by the Federal Aid Road Act which was approved July 11, 1916. It was indicated by the Department of Agriculture that the policy of the Government would be to expend money only on the through connecting tonnage post roads. It was very emphatically stated that this appropriation could not be expended on side roads or projects remote from trade centers and that improvements should begin at city limits and work away from the same.

Hampered by the lack of any sizable amount in the Highway fund up until 1926, the matching of Federal grants was borne by the counties through which the roads might run.

The policies of the Commission during this time were:

Developing road construction and maintenance standards.

Developing and introducing bridge standardization and supervising bridge construction.

Initiating and administering Federal Aid Projects and developing a system of road mapping records.

Testing road materials.

Developing and introducing a uniform system of cost records.

Developing construction organization and carrying on State aid operations.

Developing appliances.

Giving information.

In the development of a system of main State highways to connect the trade and population centers of the state, it was found that in many instances connecting links were required which were of very little local interest or advantage and which had little local support. Such highways were often run through some mountainous section of a county with no local industry or source of revenue. Sometimes they ran across a remote corner of the county while the source of highway revenue and the highway requirements of the taxpayers of the county were in a wholly different location. Again main highways were used extensively by trans-state and other traffic foreign to the county through which such highways passed. This imposed an additional and rather unfair maintenance burden upon the county, the local benefits of which were not apparent. Scores of instances of this kind can be recalled by anyone conversant with the highway geography of the State. Such highways were rarely open to improvement under the provisions of the Federal Aid Road Act and the Commission met this problem by setting aside such funds as could be spared from the basic operations for the working out of a system of State aid in road improvements. These funds were used to defray a part of the cost of the construction and maintenance of the connecting links of the State Highway System on the condition that the county in question furnish the balance.

In 1920, in order that the department might have more definite and workable knowledge of the condition of its main state highways not scheduled for immediate improvement, a thorough investigation, covering 3,992.5 miles of primary highways was made. The information acquired related to grade and alignment, drainage, necessity for surfacing and availability of surface materials and other features essential to a proper knowledge of the State road system. The accumulated data were made available to county officials for their use in connection with the maintenance and repair of unimproved State Highways within the counties.

In May 1920, the Highway Commission adopted the inter-county seat system of State Highways. This system comprised approximately 7,700 miles and provided for connecting all county seats within the state. It could readily be seen that these inter-county highways served not only the thickly populated and industrial districts of the state, but the agricultural areas as well.

A study of the inter-county system of highways will disclose that from the standpoint of the State as a unit some of these routes were more important than others. The Federal Government had asked that Federal Aid projects in Montana be confined to a Primary system of approximately 3,500 miles. This system was planned to include such routes

as the Roosevelt Highway traversing the State from east to west along the line of the Great Northern Railway on the north; the Yellowstone Trail and the Red Trail, crossing the state along the south; the main route connecting Yellowstone and Glacier National Parks; and a few other roads of equal importance to the state. The State and Federal Government had not reached an agreement in 1920 relative to this matter but it was believed that Federal Aid projects initiated in the future must be restricted to a smaller mileage of State highways than that included in the inter-county system. The Commission, however, maintained that the highways built at this time must of necessity be those which would contribute most to the development of the State as a whole, regardless of their location from the standpoint of convenience to tourist traffic.

It was the policy of the Commission, in regard to improvement projects that had been undertaken, to classify or consider projects within three main types, namely Federal Aid projects or those constructed with the aid of funds made available under the provisions of the Federal Aid Road Act; State Aid projects, or those built with State and local funds, and County Cooperative projects or those for which funds were provided entirely by the county or other local interest but for which plans and supervision were furnished by the State.

In 1921 the Commission, as a consequence of the passage of the Federal Highway Act of 1921, divided the main State roads into two classes, the seven percent or trunk highways, a total of 4,700 miles, and the primary county roads, 4,300 miles or a grand total of approximately 9,000 miles.

As Federal Aid was made available only for parts of the seven percent system and there were approximately 4,300 miles of road which were termed primary, county or local and which required improvement and maintenance by the counties, the Commission adopted a policy of State Aid.

Under the State Aid feature of the department's policy it was proposed to contribute State funds to assist the counties in improving without Federal Aid, first, portions of the trunk highways or seven percent system which did not justify the standard or cost of Federal Aid projects; second, those portions of the primary county road systems which because of their use or location were of statewide importance, and the betterment of which would extend the value or usability of the trunk highway system. The Department was convinced that real and material benefit would follow in cooperating with counties in the building of State Aid improvements along this line.

The principal difficulty of the Commission up to 1928 in administering Federal Aid in Montana was the lack of State funds, from which followed inability on the part of the State to control the details and location of projects of State-wide importance. However, with the passage of a five cent per gallon gasoline tax in 1929, which gave the revenue to the State Highway Fund, the Commission made good progress in the completion of the Primary and State Highway Systems.

To comprehend fully the highway situation as it has existed during the life of the Montana Highway Commission, it is necessary to review what has been done in law-making insofar as highway revenues are concerned. Previous to 1917 the cost of the Commission was paid by legis-

lative appropriations. In 1917, a license plate law was passed, the proceeds of which went 25 per cent to the counties and 75 per cent to the State Highway Fund (1/3 of which went back to the counties from whence it came). In 1921, an act giving half of the revenue to the counties and half to the Highway Fund was passed. In 1923, an act was passed that gave 100 per cent of the license plate money to the counties.

In 1921, a one cent per gallon tax on gasoline was enacted and gave 66 2/3 per cent to the General Fund of the State and 33 1/3 per cent to the School Fund. This was replaced in 1923 by a two cent gasoline tax which gave 40 per cent to the State General Fund, 40 per cent to the counties for road purposes, and 20 per cent to the State Highway Fund. This two cent per gallon tax was redistributed by an act in 1925 which gave 30 per cent to the State General Fund, 55 per cent to the counties and 15 per cent to the State Highway Fund.

In 1926 Initiative Measure 31 was approved by the electorate, providing a three cent gasoline tax for a highway fund with which to match Federal Aid. This was the first time that the Highway Commission had money of its own with which to match Federal Aid funds.

In 1929, the three cent tax was raised to five cents, the entire revenue to go to the Highway Fund after deducting the cost of collection and refunds, and in 1931 Referendum Measure 35, known as the Anticipation Debenture Act, was approved, thereby providing badly needed additional cash through the sale of debentures.

Again in 1938, the electorate approved a State Highway Treasury Anticipation Debenture Act, authorizing issuance of debentures in the sum of \$3,000,000; providing for their sale and use of the proceeds in matching Federal Highway grants; providing for continuation of the five cent per gallon gasoline tax; pledging the proceeds for repayment of the debentures issued and prohibiting the State of Montana from reducing such gasoline tax until sufficient money has been received to pay the principal and interest on such debentures; also forbidding diversion of the proceeds of such tax for other than highway purposes.

The present Highway Commission consists of five commissioners, appointed by the Governor, who are required to meet at least once a month. They are compensated on a per diem basis when in session. The Commission appoints a State Highway Engineer, who is chief executive of the Department, and also appoints the Secretary of the Commission. The Department employs trained technical men and groups them in sub-departments and functional divisions both at headquarters and in the field.

The counties of the State have been grouped by statute into twelve financial districts for the apportionment of Highway Department construction funds during each fiscal year. These financial districts are allotted funds in the ratio of uncompleted mileage on the Federal Highway System in each district to the total Montana Federal Highway System mileage uncompleted to Public Roads Administration standards.

Routine administrative procedure with respect to the improvement of a section on the primary system is exemplified as follows: the

Highway Commission decides to initiate a certain project, the Missoula office of the Public Roads Administration is notified and it assigns a representative to accompany a Highway Department engineer on a field trip to select a mutually satisfactory route for location of the project. This selection must meet the approval of the Public Roads Administration by conforming to the standards laid down by the Federal Government.

The route as governed by grade, and alignment or other control points having been agreed upon, the State submits to the Public Roads Administration a project statement and sketch map showing the name, termini, length, estimated cost and related details.

All documents submitted to the Public Roads Administration go to the Missoula office and through specified channels until the project reaches Washington for final approval.

To this point, details have been handled by the Road Design Section, which now sends a field party to make a location survey. This party sends its data to the Road Design and Bridge Sections where designers prepare preliminary plans and estimates. After these are completed another field inspection is made by the Public Roads and State representatives, this time with the tentative plans in hand. Following the inspection both representative bodies prepare a report listing the revisions they have agreed upon as desirable. These data are then prepared in final form by the Design Section in accordance with the recommendations of the plan-in-hand inspectors. Upon Public Roads Administration approval of the plans, specification and estimates, the project is advertised for contract.

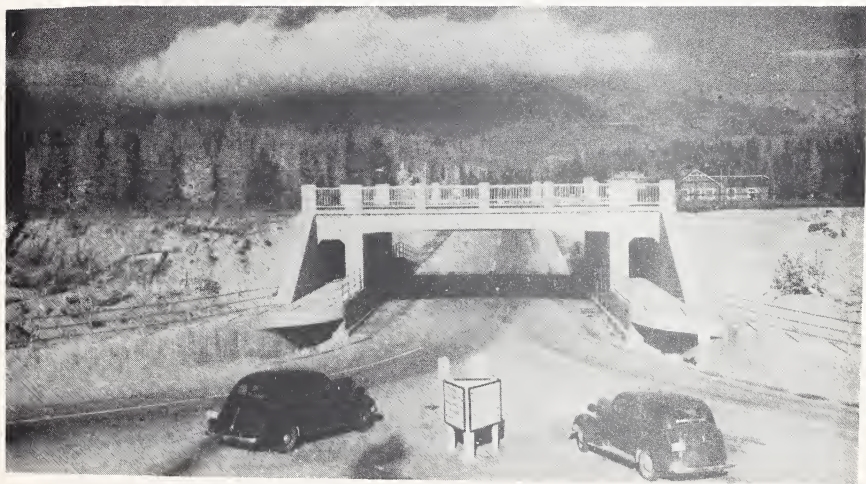
Upon award of the contract, a project agreement is entered into between the Highway Commission and the Public Roads Administration stipulating financial details and similar data. The contractor moves on to the work, and State responsibility goes to the Construction Section. A project engineer is assigned under supervision of a District engineer and constant inspection is maintained by the Highway Department with periodic Federal inspections during the term of contract.

After the project is completed to the satisfaction of the State and the Public Roads Administration, the Maintenance Section assumes the responsibility, unless it is reopened at some future date for reconstruction or improvement under Federal Aid eligibility.

Designation of the Federal Aid System.

Before proceeding with the detailed history of the designated system, it is well to give the general conditions of the Federal Highway acts. (See Appendix "A", "Federal Aid Legislation" for a complete listing of Federal Laws regarding highways). All Federal Highway legislation has offered benefits consistent with the following basic provisions:

- (1) Federal Aid is made available to the states as administrative units rather than to minor subdivisions thereof.
- (2) As a corollary of the above, each state must have a department



TYPICAL GRADE SEPERATION STRUCTURES



A SCENIC WESTERN MONTANA HIGHWAY

specifically charged with the responsibility for the expenditure of Federal funds.

- (3) The Public Roads Administration is charged with the responsibility of administering Federal Aid for the Federal Government and deals exclusively with the several state highway departments.
- (4) The states must contribute to the cost of the projects built with participating Federal funds.
- (5) The amount of Federal money that can be applied to any construction is limited.
- (6) All Federal Aid projects are initiated and prosecuted by the State Highway Department, which makes all surveys and plans, lets contracts for and supervises and inspects all construction work, and receives and disburses all Federal funds within the state.
- (7) The Public Roads Administration must approve all routings, plans, method of financing and construction work.
- (8) Federal monies may be received during the progress of work and final payment is made by the Public Roads Administration to the State Highway Department after the project is completed and approved by all administering agencies.
- (9) A limited time is provided for the matching of Federal funds allocated to the states and if not matched or obligated within the time specified, the unmatched portion is reallocated to other States. This later provision is effective under the Defense Highway Act of 1941; previously all states shared in the reapportionment.
- (10) Responsibility for maintenance of projects constructed with Federal funds devolves on the state.

Federal funds earmarked for use on the Federal Aid primary system are restricted to a system of highways in each state, which system may not exceed seven per cent of the total road mileage of the state according to the Federal Highway Act. However, subsequent legislation in the Emergency Relief and Construction Act of 1932 permitted this seven per cent or Federal Aid System to be increased in one per cent increments of the total certified mileage when ninety per cent of the Federal Aid System has been completed and its maintenance assured.

Under the provisions of the Act the Federal Government participates in an amount not to exceed fifty per cent of the cost of highway construction work plus a percentage of such cost equal to one-half of the percentage which the area of the unappropriated lands in the state bears to the total area of the state. In effect the United States pays about fifty-six per cent of the cost of highway construction work on that part of the system administered in whole by the Montana Highway Department.

On the premise established, the Secretary of Agriculture approved on October 9, 1922, upon the recommendation of the Highway Commission, the following routes aggregating approximately 4,366 miles:

Route No.

Description

- (1) The present route followed by US No. 2
- (2) The route now followed by US No. 10 from the Idaho line to Miles City, thence via US No. 12 to the North Dakota line.
- (3) The route now followed by US No. 91 from the Idaho line to Vaughn via Great Falls, thence to the Browning Wye along the

route now followed by US No. 89, thence along mileage coinciding with the present US No. 2 to the junction 13 miles west of Browning, thence along the route now followed by US No. 89 to the Canadian line.

- (4) The present route followed by US No. 310 from the Wyoming line to Laurel.
- (5) The route followed from DeSmet junction to Kalispell by US No. 93.
- (6) The route now followed by Montana 3 from Ravalli to the Idaho line.
- (7) The route now followed by US No. 93 from Missoula to the Idaho line.
- (8) The route now followed by US No. 10 from Garrison to the Three Forks junction.
- (9) The route now followed by Montana No. 33 from Wolf Creek to Choteau.
- (10) The route now followed by Montana No. 39 from Great Falls to Havre.
- (11) The route now followed by US No. 87-89 from Great Falls to Armington, thence by way of the route now followed by US No. 89 to the Yellowstone Park line at Gardiner.
- (12) The route now followed by US No. 191 from the Yellowstone Park line at West Yellowstone westerly to the Idaho line.
- (13) From the Idaho line at Reynolds Pass to a point probably near Lyon, thence by way of the route now followed by Montana No. 1 to the Sappington junction with US No. 10.
- (14) The route now followed by Montana No. 6 from Townsend to Roundup.
- (15) The route now followed by US No. 87 from Armington to Grass Range, thence by way of the present Montana No. 18 to the junction west of Glendive, thence by way of US No. 10 to the North Dakota line.
- (16) The present traveled way of US No. 87 from Grass Range to the junction north of Billings, thence by way of the route now followed by US No. 10 to Billings, thence by way of the route now followed by US No. 87 to the Wyoming line.
- (17) The present route of US No. 10 from Miles City to the junction with Montana No. 18 west of Glendive.
- (18) The present route along Montana No. 22 from Miles City to Jordan.
- (19) The present route along US No. 10 S. from Crackerville to Philipsburg.

Under date of September 27, 1923 the Secretary of Agriculture advised the mileage of the system was more properly 3,983 miles and approved the addition of the following routes which, with the addition of the first 19 routes, aggregated 4,122 miles.

Route No.

Description

- (20) The route now followed by Montana No. 14 from Glendive via Sidney to Fairview.
- (21) The route now followed by US No. 91 from Vaughn to Shelby.

By letter of May 3, 1924 the Secretary approved modifications as follows:

Federal Aid Route No. 5 was extended to follow the present US No. 93 to the Canadian line.

Federal Aid Route No. 19 was extended to follow the present US No. 108 from Philipsburg to Drummond.

Federal Aid Route No. 21 was extended to follow the present US No. 91 from Shelby to the Canadian line.

<u>Route No.</u>	<u>Description</u>
(22)	Route No. 22 was added to follow the present Montana No. 16 from Culbertson to Plentywood, thence by way of the route now followed by Montana No. 5 to Scobey.

The total mileages then embraced in the system were set tentatively at 4,366 miles. By letter of May 8, 1926, the Secretary approved the addition of two more routes, the total mileage being raised tentatively to 4,661 miles.

The additional routes were as follows:

<u>Route No.</u>	<u>Description</u>
(23)	The route now followed by Montana No. 22 from Miles City to Alzada.
(24)	The route now followed by Montana No. 20 from Bonner to Lincoln, thence to Augusta, thence along the route now followed by Montana No. 20 to Lange's Corner.
(23)	Under date of May 12, 1927 the Secretary approved the extension of the F.A. route No. 23 to the Wyoming line with four miles being then added to the system.

Under date of March 26, 1928 the Secretary approved the addition of the following route, the mileage embraced in the system increasing to 4,673.5 miles.

<u>Route No.</u>	<u>Description</u>
(25)	From a connection with Route No. 1 at or near Wolf Point to the south line of Section 33, T. 27 N., R. 48 E., M.M. enroute to Circle.

In accordance with the provision of Section 3 of the amendatory act of May 21, 1928 (45 Stat. 683) which stated in essence that the Seven Percent System may be exceeded by the mileage of roads on the said system within National Forest, Indian, or other Federal reservations within the State, the secretary approved the addition of 769.82 miles to the system under date of March 14, 1928.

<u>Route No.</u>	<u>Description</u>
(13)	N.B. Under date of August 6, 1929, the Secretary approved the modification of F.A. Route No. 13 whereby it would originate at West Yellowstone, thence by way of the present Montana No. 1 to its junction with US No. 10 at Sappington.

By so modifying the description, the system mileage was decreased to 3,889.68 miles exclusive of that mileage lying within Federal Reservations.

Under date of March 6, 1930, the Secretary approved the inclusion of the following route and the mileage in the system was set at 3,889.68 miles exclusive of the 800.82 miles of the system lying within Federal Reservations.

<u>Route No.</u>	<u>Description</u>
(26)	The present route followed by Montana No. 23 from a point south of Sidney to the North Dakota line.

Under date of May 6, 1930 the Secretary approved modifications and additions as follows:

<u>Route No.</u>	<u>Description</u>
(14)	Federal Aid Route No. 14 was extended to a terminal at Forsyth to follow the present Montana No. 6.
(25)	Federal Aid Route No. 25 was extended to a terminal at Circle.
(27)	Federal Aid Route No. 27 was added to follow the present Montana No. 7 from Baker to Ekalaka.
(28)	Federal Aid Route No. 28 was added to follow the present Montana No. 32 from Rockvale to Red Lodge.
(29)	Federal Aid Route No. 29 was added to follow the present Montana No. 34 from Ennis to Virginia City.
(30)	Federal Aid Route No. 30 was added to follow the present Montana No. 5 from Plentywood to the North Dakota line near Westby.

These modifications and additions increased the mileage on the system to approximately 4,162.88 miles exclusive of the 800.82 miles on the system lying within Federal Reservations.

Under date of June 7, 1930 the Secretary approved additions to the system as follows:

<u>Route No.</u>	<u>Description</u>
(31)	The present route followed by Montana No. 13 from Flaxville to the Canadian line.
(32)	The present route followed by Montana No. 13 from Scobey to the connection with US No. 2 east of Wolf Point.
(33)	The present route followed by Montana No. 37 from Libby to a connection with US No. 93 near Eureka.
(34)	The present route followed by Montana No. 26 from Manicke to a connection with Montana No. 3 near Trout Creek.

With these additions the system aggregated approximately 4,243.68 miles exclusive of the 864.32 miles then lying within Federal reservations.

Under date of November 12, 1931 the Secretary approved corrections

and addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(22)	Federal Aid Route No. 22 was extended to follow the present Montana No. 16, from Culbertson to Sidney.
(35)	Federal Aid Route No. 35 was added to the system to follow generally the present Montana No. 38 from Grahtsdale to a junction with US No. 10S near Georgetown Lake.

The total length of the system as of the date was set tentatively at 4,317.28 miles exclusive of 920.92 miles then lying within Federal Reservations.

Under date of December 13, 1932 the Secretary approved an addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(36)	Federal Aid Route No. 36 to follow the present Montana No. 28 from Plains to Elmo including a spur to Hot Springs. By virtue of the addition the system mileage was increased to 4,325.58 miles, exclusive of 964.62 miles in the system lying within Federal Reservations.

Under date of February 27, 1933 the Secretary approved an addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(37)	Federal Aid Route No. 37 to follow the present Montana No. 8 from a point near Olive to Crow Agency.

Mileage on the system was increased to approximately 4,347.58 miles exclusive of 1,052.62 miles then lying on the system within Federal Reservations.

Under date of May 9, 1933 the Secretary approved an addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(38)	Federal Aid Route No. 38 to follow the present traveled way between a point on US No. 93 south of Whitefish to a point on US No. 2 east of Columbia Falls.

By virtue of the additions, the system was increased to 4,356.08 miles exclusive of 1,052.62 lying on the system within Federal Reservations.

Under date of July 13, 1933 the Secretary approved an addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(39)	From a point on the Federal Aid Road (US No. 89) at or near

Babb via Kennedy Creek to a point on the International Boundary enroute to Waterton Park, Canada.

By virtue of the addition the mileage in the system lying within Federal Reservations was increased to 1,069.12 miles and the mileage of the system exclusive of that on Federal Reservations remained unchanged at 4,356.08 miles.

Under date of October 13, 1933 the Secretary approved additions as follows:

<u>Route No.</u>	<u>Description</u>
(40)	Federal Aid Route No. 40 from a point on Federal Aid Route No. 10 (Mont. No. 29) north of the Missouri River Bridge (Tenth Street) to a point on the Federal Aid road (US No. 87-89) west of the Missouri River (Central Avenue) in Great Falls.
(41)	From a point on Federal Aid Route No. 11 near the southwest quarter of Section 11, T. 20 N., R. 4 E., westerly and inside the corporation line of the city of Great Falls to the Great Northern crossing thence northerly along the east side of the Missouri River to a junction with Federal Aid Route No. 10 near the junction of Ninth Avenue and Fifth street extended.

These additions brought the total mileage of the system to approximately 4,365.58 miles, exclusive of 1,069.12 miles lying within Federal Reservations.

Under date of November 29, 1933 the Secretary approved an addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(42)	Federal Aid Route No. 42 to follow the present Montana No. 22 to the Dam, thence by non-existent mileage to a point on Montana No. 18 at or near Van Norman.

With the additions the mileage on the system aggregated 4,440.58 miles exclusive of 1,069.12 miles lying within Federal Reservations.

Under date of December 18, 1934 the Secretary approved the following corrections and additions:

<u>Route No.</u>	<u>Description</u>
(16)	Federal Aid Route No. 16 was extended to a terminal on US No. 2 between Malta and Dodson.
(25)	Federal Aid Route No. 25 was re-described to provide a general rather than specific terminal at Circle.
(43)	Route No. 43 was added to follow a routing from Lewistown via Roy to a junction with the Federal Aid Road between Grass Range and the Wilder Crossing of the Missouri River.

These revisions and additions increased the mileage on the system to approximately 4,604.58 miles exclusive of 1,069.12 miles lying with-

in the Federal Reservations.

Under date of March 27, 1935 the Secretary approved the following revisions:

<u>Route No.</u>	<u>Description</u>
(29)	Federal Aid Route No. 29 was extended to follow the present Montana No. 34 from Virginia City to Twin Bridges, thence by way of the present Montana No. 41 to a junction with US No. 10 west of Whitehall.

By virtue of the revision the mileage on the system was increased to approximately 4,656.78 miles exclusive of 1,069.12 miles on the system lying within Federal Reservations.

Under date of December 13, 1935 the Secretary approved a spur addition to Federal Aid Route No. 1 at Belton to extend northerly to the south boundary of Glacier National Park. By virtue of the addition, the system not lying within Federal Reservations remained unchanged, however, the mileage on the system lying within Federal Reservations was increased to 1,069.40.

Under date of August 7, 1936 the Secretary approved an addition to the system as follows:

<u>Route No.</u>	<u>Description</u>
(144)	Federal Aid Route No. 144 to extend from a point on Federal Aid Route No. 1 (US No. 2) approximately 1 mile south of Browning to a point on the same Federal Aid road (US No. 2) at Glacier Park Station.

This addition increased the mileage in the system lying within Federal Reservations by approximately 12.5 miles while that lying without the Federal Reservations remained unchanged.

Under date of May 16, 1938 the Secretary approved revisions in the route descriptions for the entire Seven Percent System (Routes No. 1 through No. 144). Due to recent and more accurate determinations and the inclusion of those parts and extension of Federal Aid Routes formerly ineligible for Federal Aid within municipalities of 2,500 or more population, but now made eligible by statute for inclusion, the mileage of the system as approved was found to be 4,390.00 miles, exclusive of 1,057.79 miles within Federal Reservations.

<u>Route No.</u>	<u>Description</u>
(145)	Federal Aid Route No. 145 to extend from a point on Federal Aid Route No. 2 at Big Timber to a point on Federal Aid Route No. 14 near the west city limits of Harlowton and from another point on Federal Aid Route No. 14 near the east city limits of Harlowton to a point on Federal Aid Route No. 15 at or near Moore.

This addition increased the mileage of the system by 86 miles to a

new total of 4,476 miles, exclusive of 1,057.79 miles within Federal Reservations.

<u>Route No.</u>	<u>Description</u>
(46)	Federal Aid Route No. 46 to extend from a point on Federal Aid Route No. 3 near Divide via Ralston and Wisdom to a point on Federal Aid Route No. 7 near Gibbons Pass.
(47)	Federal Aid Route No. 47 to extend from a point on Federal Aid Route No. 19 east of Anaconda to a point on Federal Aid Route No. 2 south of Warm Springs.

This addition increased the mileage of the system approved by 93.20 miles to a new total of 4,569.20 miles exclusive of 1,073.79 miles within Federal Reservations.

<u>Route No.</u>	<u>Description</u>
(34)	Federal Aid Route No. 34 eliminated from a point on Federal Aid Route No. 1 near Manicke to a point on Federal Aid Route No. 6 near Trout Creek.
(48)	Federal Aid Route No. 48 to extend from a point on Federal Aid Route No. 16 at Hardin to a point on Federal Aid Route No. 2 near Custer.

These revisions increased the mileage on the system as approved by 27.00 miles to a new total of 4,640.60 miles exclusive of 1,049.49 miles within Federal Reservations.

<u>Route No.</u>	<u>Description</u>
(49)	Federal Aid Route No. 49 to extend from a point on Federal Aid Route No. 3 near Dillon to a point on Federal Aid Route No. 29 south of Twin Bridges.

This addition increased the mileage of the system as approved by 26.50 miles to a new total of 4,667.10 miles, exclusive of 1,049.49 miles within Federal Reservations.

The system as approved for the period of this report is then as follows:

DESCRIPTION OF FEDERAL AID ROUTES

Route

- 1 From the Montana-Idaho State line near Leonia, Idaho, via Troy, Libby, Mhalide, Kellsell, Belton, Oleolar Park, Browning, Out Bank, Shelby, Chester, Revre, Chinook, Malta, Glasgow, Wolf Point and Culbertson to the Montana-North Dakota State line east of Belleville on route to Williston, North Dakota with a spur from a point at Belton northerly to the south boundary of Glacier National Park.
- 2 From the Montana-Idaho State line at Lookout Pass via St. Regis, Superior, Missoula, Bonner, Drummond, Garrison, Deer Lodge, Butte, Whitehall, Three Forks, Roseman, Livingston, Big Timber, Columbia, Laurel, Billings, Hyman, Forsyth, Miles City and Baker to the Montana-North Dakota State line easterly of Baker on route to Somers, North Dakota.
- 3 From the Montana-Idaho State line at Monda Pass via Monda and Dillon to a point on Federal Aid Route No. 2 west of Butte and from another point on Federal Aid Route No. 2 in Butte, via Boulder, Helena, Wolf Creek, Great Falls, Vaughn, a point northeast of Sun River and Choteau to a point on Federal Aid Route No. 1 southeast of Browning and from another point on Federal Aid Route No. 1 north of Glacier Park station via Babb to the International boundary north of Babb on route to Gardiner, Alberta, Canada.
- 4 From a point on Federal Aid Route No. 2 in Laurel via Rockvale and Bridger to the Montana-Wyoming State line, north of Fremie, Wyoming.
- 5 From a junction with Federal Aid Route No. 2 northwest of Missoula, via Ravalli, Polson, Elmo, Kellsell, Whitefish, and Kurena to the International boundary south of Bozivillo, Canada.
- 6 From a point on Federal Aid Route No. 5 in Ravalli via Plains, Thompson Falls and Trout Creek to the Montana-Idaho State line northwest of Haron.
- 7 From a point on Federal Aid Route No. 2 in Missoula via Lolo and Hamilton, to the Montana-Idaho line at Gibbons Pass.
- 8 From a point on Federal Aid Route No. 2 near Garrison to a point on Federal Aid Route No. 3 in Helena and from another point on Federal Aid Route No. 3 in Helena via Townsend to a point on Federal Aid Route No. 2 west of Three Forks.
- 9 From a point on Federal Aid Route No. 3 at Wolf Creek via Augusta to a point on Federal Aid Route No. 3 at Choteau.
- 10 From a point on Federal Aid Route No. 3 in Great Falls via Fort Benton to a point on Federal Aid Route No. 1 in Revre.
- 11 From a point on Federal Aid Route No. 10 in Great Falls via Armington and White Sulphur Springs to a point on Federal Aid Route No. 2 east of Livingston and from another point on Federal Aid Route No. 2 in Livingston to the Yellowstone National Park Boundary at Gardiner.
- 12 From the Yellowstone National Park Boundary at West Yellowstone to the Montana-Idaho State line at Targhee Pass.
- 13 From a point on Federal Aid Route No. 12 at West Yellowstone via Emis to a point on Federal Aid Route No. 2 near Sapington.
- 14 From a point on Federal Aid Route No. 8 at Townsend to a point on Federal Aid Route No. 11 south of White Sulphur Springs and from another point on Federal Aid Route No. 11 northeast of White Sulphur Springs via Harlowton, Bygonie and Roundup to a junction with Federal Aid Route No. 2 at Forsyth.
- 15 From a junction with Federal Aid Route No. 11 near Armington via Stanford, Lewistown, a point near Grass Range, Jordan, Circle, Glendive, and Wibaux to the Montana-North Dakota State line near Seesh, North Dakota.
- 16 From a point on Federal Aid Route No. 1 in Malta via Wilder Crossing of the Missouri River and Grass Range to a point on Federal Aid Route No. 14 in Roundup, and from another point on Federal Aid Route No. 14 southwest of Roundup, to a point on Federal Aid Route No. 2 north of Billings and from another point on Federal Aid Route No. 2 at Billings via Hardin and Crow Agency to the Montana-Wyoming State line north of Parkman, Wyoming.
- 17 From a junction with Federal Aid Route No. 2 near Miles City via Terry to a point on Federal Aid Route No. 15 west of Glendive.
- 18 From a point on Federal Aid Route No. 15 near Jordan to a point on Federal Aid Route No. 2 in Miles City.
- 19 From a junction with Federal Aid Route No. 2 southeast of Anaconda, via Anaconda, Georgetown Lake and Phillipsburg to a point on Federal Aid Route No. 2 in Drummond.
- 20 From a point on Federal Aid Route No. 15 near Glendive via Sidney to the Montana-North Dakota State line at Fairview.
- 21 From a point on Federal Aid Route No. 3 at Vaughn via Conrad to a point on Federal Aid Route No. 1 at Shelby, and from another point on Federal Aid Route No. 1 in Shelby to the International Boundary at Sweet Grass.
- 22 From the beginning of Federal Aid Route No. 32 in Soobey, via Flaxville, and Plentywood to a point on Federal Aid Route No. 1 in Culbertson and from another point on Federal Aid Route No. 1 in Culbertson to a point on Federal Aid Route No. 20 in Sidney.
- 23 From a point on Federal Aid Route No. 2 in Miles City via Broadus to the Montana-Wyoming State line near Alzada.
- 24 From a point on Federal Aid Route No. 2 at Bonner via Orando, Lincoln, a point near Rogan and Simms to a point on Federal Aid Route No. 3 northeast of Sun River Corner with a branch connection from a point near Simms to a point on Federal Aid Route No. 9 near Augusta.
- 25 From a point on Federal Aid Route No. 1 in Wolf Point to a junction with Federal Aid Route No. 15 at Circle.
- 26 From a point on Federal Aid Route No. 20 south of Sidney easterly to the Montana-North Dakota State line.
- 27 From a point on Federal Aid Route No. 15 in Wibaux via Baker to Rhelcha.
- 28 From a point on Federal Aid Route No. 4 at Rockvale via Red Lodge to a point within the east boundary of Quater National Forest approximately nine miles southwest of Red Lodge.
- 29 From a point on Federal Aid Route No. 15 at Bonis via Virginia City, Sheridan and Twin Bridges to a point on Federal Aid Route No. 2 westerly of Whitehall.
- 30 From a point on Federal Aid Route No. 22 near Plentywood to the Montana-North Dakota State line at Wastly.
- 31 From a point on Federal Aid Route No. 22 at Flaxville via Whitetail to the International Boundary north of Whitetail on route to Bengough, Saskatchewan, Canada.
- 32 From the beginning of Federal Aid Route No. 22 in Soobey to a point on Federal Aid Route No. 25 east of Wolf Point.
- 33 From a point on Federal Aid Route No. 5 near Bureka via Bonford to a point on Federal Aid Route No. 1 in Libby.
- 34 From a point on Federal Aid Route No. 7 south of Hamilton to a point on Federal Aid Route No. 19 near Georgetown Lake.
- 35 From a point on Federal Aid Route No. 6 near Plena to a point on Federal Aid Route No. 5 near Elmo with a spur to Hot Springs.
- 36 From a point on Federal Aid Route No. 16 near Crow Agency via Lame Deer and Ashland to a point on Federal Aid Route No. 83 near Broadus.
- 37 From a point on Federal Aid Route No. 5 south of Whitefish to a point on Federal Aid Route No. 1 east of Columbia Falls.
- 38 From a point on Federal Aid Route No. 3 north of Babb via Kennedy Creek to the International Boundary on route to Meterton Park, Canada.
- 39 From a point on Federal Aid Route No. 10 in Great Falls north of the Missouri River Bridge at Tenth Street to another point on Federal Aid Route No. 10 west of the Missouri River Bridge at Great Falls.
- 40 From a point on Federal Aid Route No. 11 east of Great Falls, easterly to a crossing of the Great Northern Railway in Great Falls and thence northerly along the east bank of the Missouri River in Great Falls to a point on Federal Aid Route No. 10 approximately at the intersection of Ninth Avenue and Fifth Street extended.
- 41 From a point on Federal Aid Route No. 1 in Glasgow via Fort Peck Dam to a point on Federal Aid Route No. 15 near Van Horn.
- 42 From a point on Federal Aid Route No. 15 in Lewistown via Roy to a junction with Federal Aid Route No. 16 between Grass Range and the Wilder Crossing of the Missouri River.
- 43 From a junction with Federal Aid Route No. 1 approximately one mile south of Browning to a point on Federal Aid Route No. 1 at Glacier Park Station.
- 44 From a point on Federal Aid Route No. 2 at Big Timber to a point on Federal Aid Route No. 14 near the west city limits of Harlowton and from another point on Federal Aid Route No. 14 near the east city limits of Harlowton to a point on Federal Aid Route No. 15 at or near Hoar.
- 45 From a point on Federal Aid Route No. 3 near Divide via Belton and Wisdom to a point on Federal Aid Route No. 7 near Gibbons Pass.
- 46 From a point on Federal Aid Route No. 19 east of Anaconda to a point on Federal Aid Route No. 2 south of Warm Springs.
- 47 From a junction with Federal Aid Route No. 16 at Hardin to a junction with Federal Aid Route No. 2 near Ouster.
- 48 From a point on Federal Aid Route No. 3 near Dillon to a point on Federal Aid Route No. 29 south of Twin Bridges.

TABLE NO. 1
DESIGNATED LENGTH OF FEDERAL AID ROUTES BY YEARS

TRIP NO.	DESCRIPTION	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
1	The present route followed by U.S. 2	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
2	The route was followed by U.S. 10 from the south end of the road to the north end via US 12, La Bonte Line.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
3	US 91 from Idaho line to Great Falls, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
4	US 91 from Idaho line to Great Falls, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
5	US 91 from Idaho line to Great Falls, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
6	US 91 from Idaho line to Great Falls, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
7	US 91 from Idaho line to Great Falls, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
8	US 91 from Idaho line to Great Falls, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
9	Mont. 33 from Wolf Creek to Chisum, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
10	Mont. 33 from Wolf Creek to Chisum, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
11	Mont. 33 from Wolf Creek to Chisum, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
12	US 131 from West Yellowstone to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
13	Pablo Mills Telephone to Sunnington Telephone.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
14	Mont. 5 from Townsend to Forsyth, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
15	US 87 from Armitage to Grease Bush, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
16	From US 2 via Grease Bush to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
17	US 10 from Miles City to Glendive, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
18	Mont. 22 from Miles City to Jordan, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
19	Mont. 14 from Glendive to Fairview, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
20	US 31 from Glendive to Canadian Line, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
21	US 31 from Glendive to Canadian Line, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
22	Mont. 5 to Soper, then to Idaho line at US 91.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
23	Mont. 22 from Miles City to Wyoming Corner.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
24	Mont. 20 from Banner to Lange's Corner.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
25	From Wolf Point to Circle.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
26	From Sidney to North Dakota Line.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
27	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
28	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
29	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
30	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
31	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
32	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
33	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
34	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
35	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
36	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
37	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
38	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
39	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
40	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
41	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
42	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
43	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
44	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
45	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
46	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
47	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
48	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
49	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
50	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
51	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
52	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
53	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0
54	From Circle to Wolf Point.	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0	718.0							

Approved Totals

Approved Totals	1981-0	1982-0	1983-0	1984-0	1985-0	1986-0	1987-0	1988-0	1989-0	1990-0	1991-0	1992-0	1993-0	1994-0	1995-0	1996-0	1997-0	1998-0	1999-0	2000-0	2001-0	2002-0	2003-0	2004-0	2005-0	2006-0	2007-0	2008-0	2009-0	2010-0	2011-0	2012-0	2013-0	2014-0	2015-0	2016-0	2017-0	2018-0	2019-0	2020-0	2021-0	2022-0	2023-0	2024-0	2025-0	2026-0	2027-0	2028-0	2029-0	2030-0	2031-0	2032-0	2033-0	2034-0	2035-0	2036-0	2037-0	2038-0	2039-0	2040-0	2041-0	2042-0	2043-0	2044-0	2045-0	2046-0	2047-0	2048-0	2049-0	2050-0	2051-0	2052-0	2053-0	2054-0	2055-0	2056-0	2057-0	2058-0	2059-0	2060-0	2061-0	2062-0	2063-0	2064-0	2065-0	2066-0	2067-0	2068-0	2069-0	2070-0	2071-0	2072-0	2073-0	2074-0	2075-0	2076-0	2077-0	2078-0	2079-0	2080-0	2081-0	2082-0	2083-0	2084-0	2085-0	2086-0	2087-0	2088-0	2089-0	2090-0	2091-0	2092-0	2093-0	2094-0	2095-0	2096-0	2097-0	2098-0	2099-0	2100-0	2101-0	2102-0	2103-0	2104-0	2105-0	2106-0	2107-0	2108-0	2109-0	2110-0	2111-0	2112-0	2113-0	2114-0	2115-0	2116-0	2117-0	2118-0	2119-0	2120-0	2121-0	2122-0	2123-0	2124-0	2125-0	2126-0	2127-0	2128-0	2129-0	2130-0	2131-0	2132-0	2133-0	2134-0	2135-0	2136-0	2137-0	2138-0	2139-0	2140-0	2141-0	2142-0	2143-0	2144-0	2145-0	2146-0	2147-0	2148-0	2149-0	2150-0	2151-0	2152-0	2153-0	2154-0	2155-0	2156-0	2157-0	2158-0	2159-0	2160-0	2161-0	2162-0	2163-0	2164-0	2165-0	2166-0	2167-0	2168-0	2169-0	2170-0	2171-0	2172-0	2173-0	2174-0	2175-0	2176-0	2177-0	2178-0	2179-0	2180-0	2181-0	2182-0	2183-0	2184-0	2185-0	2186-0	2187-0	2188-0	2189-0	2190-0	2191-0	2192-0	2193-0	2194-0	2195-0	2196-0	2197-0	2198-0	2199-0	2200-0	2201-0	2202-0	2203-0	2204-0	2205-0	2206-0	2207-0	2208-0	2209-0	2210-0	2211-0	2212-0	2213-0	2214-0	2215-0	2216-0	2217-0	2218-0	2219-0	2220-0	2221-0	2222-0	2223-0	2224-0	2225-0	2226-0	2227-0	2228-0	2229-0	2230-0	2231-0	2232-0	2233-0	2234-0	2235-0	2236-0	2237-0	2238-0	2239-0	2240-0	2241-0	2242-0	2243-0	2244-0	2245-0	2246-0	2247-0	2248-0	2249-0	2250-0	2251-0	2252-0	2253-0	2254-0	2255-0	2256-0	2257-0	2258-0	2259-0	2260-0	2261-0	2262-0	2263-0	2264-0	2265-0	2266-0	2267-0	2268-0	2269-0	2270-0	2271-0	2272-0	2273-0	2274-0	2275-0	2276-0	2277-0	2278-0	2279-0	2280-0	2281-0	2282-0	2283-0	2284-0	2285-0	2286-0	2287-0	2288-0	2289-0	2290-0	2291-0	2292-0	2293-0	2294-0	2295-0	2296-0	2297-0	2298-0	2299-0	2300-0	2301-0	2302-0	2303-0	2304-0	2305-0	2306-0	2307-0	2308-0	2309-0	2310-0	2311-0	2312-0	2313-0	2314-0	2315-0	2316-0	2317-0	2318-0	2319-0	2320-
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

DUPLICATE

STATE OF MOHARR
FOR YEAR ENDED DECEMBER 31, 19 41

TYPE OF ROAD	RURAL ROADS UNDER STATE CONTROL				URBAN EXTENSIONS OF STATE HIGHWAY SYSTEM			TOTAL DESIGNATED STATE HIGHWAY SYSTEM REPORTED (5+8)
	Primary State highway system (1)	Secondary State highway system (2)	State-aid system (3)	County or local roads under State control (4)	Total (5)	On designated State highway system (6)	Connecting streets not on designated system (a) (7)	Total (8)
A. Primitive	77.9(1)				77.9			77.9
B. Unimproved	134.3(1)				134.3			134.3
C. Graded and drained	151.9(2)	89.3			241.2	2.7(7)	0.6	243.9
D. Soil-surfaced								
E. Gravel or stone	539.6(3)	125.9			665.5	6.1(8)	3.1	674.7
F. Bituminous surface-treated	1525.5(4)	36.5			1562.0	13.5(9)	2.7	1578.2
G. Mixed bituminous	2918.8(5)	168.6			3087.4	78.1(10)	10.0	3175.5
H. Bituminous penetration								
I. Bituminous concrete and sheet asphalt	1.9(6)				1.9	22.0(11)	1.6	23.6
J. Portland cement concrete	23.2	2.0			25.2	14.4(12)	1.0	37.6
K. Brick						0.2(13)	0.2	0.2
L. Block								
M. Dual-type		1.5			1.5	4.0	0.5	4.0
Total	5679.1	723.8			6402.9	141.0	19.5	6563.4

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Notes: (a) These columns show all mileage built by the State Highway Department and Public Roads Administration of the Federal Aid System. Of these, the Public Roads Administration has constructed 24.5 miles of type C, and 5.4 miles of type E, completely isolated from any State construction.

- (1) All county construction
 (2) 226.8 miles county construction
 (3) 155.8 miles county construction
 (4) 1.1 miles county construction
 (5) 6.6 miles county construction
 (6) 2.0 miles county construction
 (7) 2.0 miles city construction
 (8) 0.9 miles city construction
 (9) 1.9 miles city construction
 (10) 4.8 miles city construction
 (11) 2.7 miles city construction
 (12) 4.1 miles city construction
 (13) 0.2 miles city construction



SCENE ALONG HIGHWAY FROM RED LODGE TO
YELLOWSTONE NATIONAL PARK



SCENE ALONG HIGHWAY LEADING TO
YELLOWSTONE NATIONAL PARK



A SCENIC MONTANA HIGHWAY

MONTANA FEDERAL AID SYSTEM

	Limiting Mileage of Fed. Aid System (Exc. of Fed. Res. Mileage)	Approved Fed. Aid System			Improved Mileage	Fiscal Year
		Outside of Fed. Reser- vations (Mi.)	In Fed. Res. and Nat'l. Parks (Mi.)	Total (Mi.)		
1922	4697			3983	563.9	
1923	4697			4122	723.0	
1924	4697	(Not available from existing records prior to 1929)	(Not available from existing records prior to 1929)	4366	803.4	
1925	4697			4366	1019.4	
1926	4697			4661	1159.4	
1927	4697			4665	1307.1	
1928	4697			4673.5	1490.8	
1929	4697	3889.68	800.82	4690.5	1849.0	
1930	4697	4243.68	864.32	5108.0	2387.2	
1931	4697	4317.28	920.92	5238.20	2747.5	
1932	4697	4325.58	964.62	5290.20	3290.0	
1933	4697	4440.58	1069.12	5509.70	3739.2	
1934	4697	4604.58	1069.12	5673.70	4069.3	
1935	4697	4656.78	1069.40	5726.18	4419.6	
1936	4697	4656.68	1081.36	5738.04	4513.3	
1937	4697	4656.68	1081.36	5738.04	4714.1	
					Calendar Year	
1938	4697	4476.0	1057.79	5533.79	4817.9	
1939	4697	4640.60	1049.49	5690.09	4994.6	
1940	4697	4640.60	1049.49	5690.09	5076.3	
1941	4697	4667.10	1049.49	5716.59	5210.9	

Federal Highway Funds

MONTANA

By Fiscal Year Periods
1917 - 1943

For Fiscal Year	Name of Allocation	Amount	Cumulative Totals
1917	Regular Federal Aid	\$ 98,287.19	\$ 98,287.19
1918	Regular Federal Aid	196,574.38	294,861.57
1919	Regular Federal Aid	1,297,988.03	1,592,849.60
1920	Regular Federal Aid	1,898,987.58	3,491,837.18
1921	Regular Federal Aid	2,006,990.13	5,498,827.31
1922	Regular Federal Aid	1,546,885.82	7,045,713.13
1923	Regular Federal Aid	1,031,257.21)	
	Less Lapsed Funds	-655,546.34)	
	Reapportionment	<u>✓ 13,881.34)</u>	
		389,592.21	7,435,305.34
1924	Regular Federal Aid	1,344,963.47	8,780,268.81
1925	Regular Federal Aid	1,544,483.19	10,324,752.00
1926	Regular Federal Aid	1,548,473.00	11,873,225.00
1927	Regular Federal Aid	1,551,660.00	13,424,885.00
1928	Regular Federal Aid	1,551,499.00)	
	Reapportionment	<u>6,921.00)</u>	
		1,558,420.00	14,983,305.00
1929	Regular Federal Aid	1,552,576.00	16,535,881.00
1930	Regular Federal Aid	1,554,060.00	18,089,941.00
1931	Regular Federal Aid	2,588,108.00)	
	Emergency Advance	1,337,544.00)	
	Federal Lands Highways	<u>164,521.00)</u>	
		4,090,173.00	22,180,114.00

<u>For Fiscal Year</u>	<u>Name of Allocation</u>	<u>Amount</u>	<u>Cumulative Totals</u>
	(FORWARD)		\$22,180,114.00
1932	Regular Federal Aid	\$2,580,405.00	24,760,519.00
1933	Regular Federal Aid	2,564,563.00)	
	Emergency Construction	2,525,071.00)	
	National Recovery	7,439,748.00)	
	Federal Lands Highways	<u>102,660.00)</u>	
		12,632,042.00	37,392,561.00
1934	National Recovery, 1935	3,769,734.00)	
	Federal Lands Highways	<u>263,230.00)</u>	
		4,032,964.00	41,425,525.00
1935	Works Program Highways	3,676,416.00)	
	Works Program Grade Crossing	2,722,327.00)	
	Federal Lands Highways	<u>137,901.00)</u>	
		6,536,644.00	47,962,169.00
1936	Regular Federal Aid	2,560,449.00)	
	Federal Lands Highways	<u>138,448.00)</u>	
		2,698,897.00	50,661,066.00
1937	Regular Federal Aid	2,561,884.00	53,222,950.00
1938	Regular Federal Aid	2,621,728.00)	
	Federal Aid Secondary	524,346.00)	
	Federal Aid Grade Crossing	671,204.00)	
	Federal Lands Highways	<u>137,774.00)</u>	
		3,955,052.00	57,178,002.00
1939	Regular Federal Aid	2,553,444.00)	
	Federal Aid Secondary	510,689.00)	
	Federal Aid Grade Crossing	653,267.00)	
	Federal Lands Highways	<u>136,937.00)</u>	
		3,854,337.00	61,032,339.00
1940	Regular Federal Aid	2,032,384.00)	
	Reapportionment	10,641.00)	
	Federal Aid Secondary	304,858.00)	
	Reapportionment	1,093.00)	
	Federal Aid Grade Crossing	261,252.00)	
	Reapportionment	2,102.00)	
	Federal Lands Highways	<u>55,200.00)</u>	
		2,667,530.00	63,699,869.00

For Fiscal <u>Year</u>	<u>Name of Allocation</u>	<u>Amount</u>	<u>Cumulative Totals</u>
	(FORWARD)		\$63,699,869.00
1941	Regular Federal Aid	\$2,330,932.00)	
	Reapportionment	7,795.00)	
	Federal Aid Secondary	304,035.00)	
	Reapportionment	1,169.00)	
	Federal Aid Grade Crossing	396,693.00)	
	Reapportionment	964.00)	
	Federal Lands Highways	<u>107,034.00)</u>	
		3,148,622.00	66,848,491.00
1942	Regular Federal Aid	2,018,907.00)	
	Federal Aid Secondary	353,309.00)	
	Federal Aid Grade Crossing	262,484.00)	
	Federal Lands Highways	<u>80,621.00)</u>	
		2,715,321.00	69,563,812.00
1943	Regular Federal Aid	2,020,796.00)	
	Federal Aid Secondary	353,639.00)	
	Federal Aid Grade Crossing	262,388.00)	
	Strategic Network (App.)	505,199.00)	
	Advance Engr. Surveys	<u>202,080.00)</u>	
		3,344,102.00	72,907,914.00

Note: Only one-half of the 1941 and two-thirds of the 1942 Federal Lands apportionment has been appropriated.

FEDERAL AID SECONDARY SYSTEM

Legislation creating the Federal Aid system had the effect of restricting the system to primary highways. This caused the exclusion of many tributary roads carrying comparatively large traffic. In recognition of the need for the improvement of high traffic roads off the Federal Aid system, the Hayden-Cartwright Act, approved June 18, 1934, provided funds for the construction of secondary or feeder roads, including farm to market roads, rural free delivery mail roads, and public school bus routes.

Rules and regulations governing subsequent appropriations for secondary or feeder roads provided for the selection or designation of a Federal Aid secondary system. The mileage to be included in this system was not to exceed 10 per cent of the highway mileage of the state as shown by the latest available records of the State Highway Department. For Montana this meant a possible total of 6573 miles, a mileage much larger than Montana could reasonably afford, and maintenance far beyond the financial capacity of the state.

In the designation of the Federal Aid secondary system the primary objective was the selection of a system of rural service roads which would afford the maximum service to the greatest number of rural residents as measured by traffic. In this selection, data collected by the Highway Planning Survey were used to determine the roads meeting the requirements necessary for inclusion in the system.

The Federal Aid secondary system as selected is a system of rural roads of secondary importance, as compared to the Federal Aid system, which serve farm to market traffic and traffic essentially local in character. In contrast to the Federal Aid system, the secondary system consists largely of short stub roads carrying relatively high traffic, extending out from main improved highways or centers of population. This provides a network of secondary roads feeding into the Federal Aid system.

On February 7, 1942 the following initial Federal Aid secondary system of Montana, consisting of 103 routes aggregating 1833.3 miles in net length, was approved by the Public Roads Administration:

ROUTE	DESCRIPTION
205	Sanders County. From a point on Federal-aid road No. 6 at Plains northerly to a road junction on the north side of Sec. 25, T. 21 N., R. 26 W. Approximate length - gross, 6.8 miles; net, 6.8 miles.
206	Flathead County. From a point on Federal-aid road No. 1 approximately 2 miles northeast of KellsPELL northeasterly to a point at the northwest corner of Sec. 1, T. 30 N., R. 21 W. Approximate length - gross, 13.1 miles; net, 13.1 miles.
207	Flathead County. From a point on Federal-aid secondary road No. 208 at the southeast corner of Sec. 17, T. 27 N., R. 20 W. northerly and westerly to a point on Federal-aid road No. 5 approximately 3 miles southeast of KellsPELL. Approximate length - gross, 10.8 miles; net, 10.8 miles.
208	Flathead County. From a point on Federal-aid road No. 5 approximately 1 mile northwest of Somers easterly and southeasterly to a point on Federal-aid secondary road No. 210 in Big Fork. Approximate length - gross, 8.8 miles; net, 8.8 miles.
210	Lake and Flathead Counties. From a point on Federal-aid road No. 5 approximately 2 miles east of Polson easterly, northerly and northwesterly to a point on Federal-aid road No. 1 approximately 7.3 miles east of KellsPELL. Approximate length - gross, 46.9 miles; net, 46.9 miles.
211	Lake County. From a county road junction at the southwest corner of Sec. 33, T. 21 N., R. 21 W., easterly to a point on Federal-aid road No. 5 in Roman. Approximate length - gross, 9.6 miles; net, 9.3 miles.

- 212 Lake County. From Moiese northeasterly, northerly and easterly to a point on Federal road No. 5 approximately 5 miles south of Roman. Approximate length - gross, 13.1 miles; net, 13.1 miles.
- 213 Glacier County. From a point on Federal-aid road No. 1 in Cut Bank northerly to a county road junction at the northwest corner of Sec. 6, T. 35 N., R. 5 W. Approximate length - gross, 13.2 miles; net, 12.8 miles.
- 214 Toole County. From a county road junction at the west side of Sec. 12, T. 37 N., R. 4 W., easterly to a point on Federal-aid road No. 21 in Sweetgrass. Approximate length - gross, 6.0 miles; net, 6.0 miles.
- 215 Toole County. From Kevin easterly to a point on Federal-aid road No. 21 approximately 10.6 miles south of Sunburst. Approximate length - gross, 4.8 miles; net, 4.4 miles.
- 216 Fergus County. From a point on Federal-aid road No. 3 approximately 9 miles northwest of Dupuyer easterly via Valler to a point on Federal-aid road No. 21 approximately 9 miles north of Conrad. Approximate length - gross, 27.8 miles; net, 26.7 miles.
- 217 Pondera County. From a point on Federal-aid road No. 3 at Dupuyer easterly to a point on Federal-aid road No. 21 in Conrad. Approximate length - gross, 28.4 miles; net, 28.1 miles.
- 219 Teton and Pondera Counties. From a point on Federal-aid road No. 3 approximately 7.1 miles northwest of Bynum easterly and northeasterly via Pendroy to a point on Federal-aid road No. 21 approximately 1 mile south of Conrad. Approximate length - gross, 20.8 miles; net, 20.8 miles.
- 220 Teton County. From a point on Federal-aid secondary road No. 221 approximately 1 mile northeast of Choteau northerly approximately 6.1 miles and then easterly to a county road intersection at the southeast corner of Sec. 22, T. 25 N., R. 4 W. Approximate length - gross, 9.1 miles; net, 9.1 miles.
- 221 Teton County. From a point on Federal-aid road No. 3 in Choteau easterly, northerly and easterly to a point on Federal-aid road No. 21 in Dutton. Approximate length - gross, 25.0 miles; net, 23.9 miles.
- 222 Teton County. From a point on Federal-aid road No. 3 approximately 2.9 miles east of Fairfield northerly and easterly via Power to a point on Federal-aid road No. 21 approximately 9.6 miles southeast of Dutton. Approximate length - gross, 20.0 miles; net, 20.0 miles.
- 223 Liberty County. From the north end of county bridge over Marias River in Sec. 24, T. 29 N., R. 6 E. northwesterly and northerly to a point on Federal-aid road No. 1 at Chester. Approximate length - gross, 18.4 miles; net, 18.4 miles.
- 224 Liberty County. From a point on Federal-aid road No. 1 in Joplin northerly to a county road intersection approximately 2 miles east of Alma. Approximate length - gross, 19.3 miles; net, 19.3 miles.
- 225 Cascade and Chouteau Counties. From a point on Federal-aid road No. 10 approximately 5 miles northeast of Great Falls northerly to a county road intersection at the northwest corner of Sec. 18, T. 23 N., R. 4 E. Approximate length - gross, 14.0 miles; net, 14.0 miles.
- 226 Cascade County. From Eden northeasterly, northerly and northwesterly to a point on Federal-aid road No. 41 approximately 1 mile south of Great Falls. Approximate length - gross, 20.8 miles; net, 20.8 miles.
- 227 Cascade County. From a point on Federal-aid secondary road No. 226 approximately 3 miles northwest of Eden northeasterly and northerly via Giffen and Stockett to a point on Federal-aid road No. 11 approximately 8 miles southeast of Great Falls. Approximate length - gross, 18.0 miles; net, 18.0 miles.
- 229 Chouteau County. From a point on Federal-aid road No. 10 approximately 2 miles northwest of Fort Benton northwesterly and northerly to a county road intersection at the southeast corner of Sec. 12, T. 25 N., R. 7 E. Approximate length - gross, 9.3 miles; net, 9.3 miles.
- 231 Hill County. From a point on Federal-aid road No. 1 at Rudyard northerly to Gold Stone. Approximate length - gross, 25.3 miles; net, 25.3 miles.
- 232 Hill County. From a point on Federal-aid road No. 1 in Havre northwesterly to an intersection with a county road at the northwest corner of Sec. 14, T. 35 N., R. 13 E. Approximate length - gross, 24.5 miles; net, 24.4 miles.
- 233 Hill County. From a point on Federal-aid secondary road No. 232 approximately 3 miles northwest of Havre northerly to a county road junction at the northeast corner of Sec. 7, T. 35 N., R. 16 E. Approximate length - gross, 15.7 miles; net, 15.7 miles.
- 234 Hill County. From a county road junction in Sec. 31, T. 32 N., R. 16 E. northerly to a point on Federal-aid road No. 10 in Havre. Approximate length - gross, 4.3 miles; net, 4.0 miles.
- 235 Fergus County. From a point on Federal-aid road No. 43 at Brooks northwesterly via Denton and Coffee Creek to a point on proposed Federal-aid secondary road No. 230 approximately 2 miles north of Arrow Creek. Approximate length - gross, 44.6 miles; net, 43.7 miles.
- 236 Fergus County. From a point on Federal-aid road No. 43 at Hilger northerly via Moulton and Christine to Winifred. Approximate length - gross, 26.6 miles; net, 26.0 miles.
- 237 Fergus County. From a point on Federal-aid road No. 15 in Lewistown northwesterly to Hanover. Approximate length - gross, 8.7 miles; net, 7.7 miles.
- 238 Fergus County. From a point on Federal-aid road No. 15 in Lewistown southeasterly to Heath. Approximate length - gross, 9.4 miles; net, 9.0 miles.
- 239 Judith Basin County. From Utica northeasterly to a point on Federal-aid road No. 15 in Hobson. Approximate length - gross, 12.3 miles; net, 11.8 miles.

- 240 Blaine County. From a point on Federal-aid road No. 1 in Chinook southeasterly to the southwest corner of Sec. 7, T. 31 N., R. 20 E. Approximate length - gross, 11.1 miles; net, 10.2 miles.
- 241 Blaine County. From a point on Federal-aid road No. 1 in Harlem northeasterly and northerly to Turner. Approximate length - gross, 31.7 miles; net, 31.4 miles.
- 242 Phillips County. From a point on Federal-aid road No. 1 at Malta northeasterly and northerly along State highway route No. 19 to a road junction southwest of White Water at the southwest corner of Sec. 35 T. 35 N., R. 30 E., thence westerly and northerly along a county road to Loring. Approximate length - gross, 40.8 miles; net, 40.8 miles.
- 243 Phillips County. From a point on Federal-aid road No. 1 at Saco northerly and westerly to Cole. Approximate length - gross, 13.4 miles; net, 13.1 miles.
- 244 Missoula and Petroleum Counties. From a point on Federal-aid road No. 16 approximately 21.8 miles northwest of Roundup northeasterly and northerly to a point on Federal-aid road No. 15 at Winnett. Approximate length - gross, 23.6 miles; net, 23.1 miles.
- 245 Garfield County. From a point on Federal-aid road No. 15 at Jordan northwesterly to a county road junction at the northwest corner of Sec. 16, T. 19 N., R. 36 E. Approximate length - gross, 15.2 miles; net, 15.2 miles.
- 246 Valley County. From a point on Federal-aid road No. 1 in Glasgow northwesterly to Tampico. Approximate length - gross, 12.0 miles; net, 11.5 miles.
- 247 Valley County. State highway route No. 22 from a point on Federal-aid road No. 1 in Glasgow northeasterly and northerly via Baylor to a point on Federal-aid secondary road No. 248 approximately 0.2 mile south of Opheim. Approximate length - gross, 51.5 miles; net, 51.5 miles.
- 248 Valley and Daniels Counties. From Opheim easterly to a point on Federal-aid road No. 22 in Scobey. Approximate length - gross, 51.0 miles; net, 50.7 miles.
- 249 Valley County. From a point on Federal-aid road No. 42 in Fort Peck northeasterly to a point on Federal-aid road No. 1 in Nashua. Approximate length - gross, 9.6 miles; net, 8.8 miles.
- 250 Roosevelt County. From a point on Federal-aid road No. 1 approximately 0.3 mile northwest of Wolf Point northwesterly and northerly to Volt. Approximate length - gross, 22.4 miles; net, 22.4 miles.
- 251 Roosevelt and Daniels Counties. From a point on Federal-aid road No. 1 approximately 5 miles east of Poplar northerly via Dowd and then northwesterly and northerly to a point on Federal-aid road No. 22 approximately 0.1 mile south of Flaxville. Approximate length - gross, 53.0 miles; net, 53.0 miles.
- 252 McCone County. From a point on Federal-aid road No. 15 in Circle northwesterly, westerly and northerly to a county road junction at the northwest corner of Sec. 1, T. 20 N., R. 46 E. Approximate length - gross, 15.7 miles; net, 15.3 miles.
- 253 Prairie and McCone Counties. From a point on Federal-aid road No. 17 approximately 0.5 mile east of Terry northwesterly and northerly via Brookway to a point on Federal-aid road No. 15 approximately 11.3 miles southwest of Circle. Approximate length - gross, 49.9 miles; net, 49.9 miles.
- 254 Dawson County. From a point on Federal-aid road No. 20 approximately 5 miles north of Glendive northwesterly, northerly and northwesterly via Bloomfield to Richey. Approximate length - gross, 48.8 miles; net, 48.8 miles.
- 255 Sheridan County. From Outlook easterly to a point on Federal-aid secondary road No. 256 (State highway route No. 16) in Raymond. Approximate length - gross, 10.0 miles; net, 9.6 miles.
- 256 Sheridan County. State highway route No. 16 from a point on Federal-aid road No. 22 approximately 0.7 mile west of Plentywood northerly via Raymond to the Canadian boundary line. Approximate length - gross, 16.2 miles; net, 16.2 miles.
- 258 Sheridan County. From a point on Federal-aid road No. 22 about 1 mile east of Reserve easterly to the Montana-North Dakota boundary line at the southeast corner of Sec. 12, T. 33 N., R. 58 E. Approximate length - gross, 19.4 miles; net, 19.4 miles.
- 259 Richland County. From a county road junction approximately 4 miles west of Girard easterly via Girard to a point on Federal-aid road No. 20 in Fairview. Approximate length - gross, 22.7 miles; net, 22.0 miles.
- 260 Richland County. From a county road junction approximately 0.5 miles north of Lambert easterly to a point on Federal-aid road No. 20 approximately 1 mile southwest of Sidney. Approximate length - gross, 26.8 miles; net, 26.8 miles.
- 261 Wibaux County. From a point on Federal-aid road No. 15 in Wibaux northerly to a county road junction at the northwest corner of Sec. 25, T. 16 N., R. 59 E. Approximate length - gross, 9.7 miles; net, 9.3 miles.
- 262 Mineral County. From a point on Federal-aid road No. 2 in Superior southerly to Iron Mountain; thence southerly to a county road junction in Sec. 19, T. 17 N., R. 26 W. Approximate length - gross, 5.6 miles; net, 5.6 miles.
- 263 Missoula County. From a point on Federal-aid road No. 2 approximately 2 miles west of Missoula northwesterly to another point on Federal-aid road No. 2 at Frenchtown. Approximate length - gross, 15.3 miles; net, 15.3 miles.
- 264 Missoula County. From a point on Federal-aid road No. 7 in Missoula westerly approximately 4 miles; thence southerly to a road junction at the boundary of Fort Missoula. Approximate length - gross, 5.2 miles; net, 3.7 miles.
- 265 Missoula County. From a point on Federal-aid road No. 7 approximately 2 miles southwest of Missoula easterly to a point on Federal-aid secondary road No. 266 approximately 1.5 miles south of Missoula. Approximate length - gross, 1.0 mile; net, 1.0 miles.

- 266 Missoula County. From a point on Federal-aid road No. 7 in Missoula southerly to a county road junction in Sec. 34, T. 13 N., R. 19 W. Approximate length - gross, 1.7 miles; net, 1.1 miles.
- 267 Missoula County. From a point on Federal-aid road No. 2 near the east city limits of Missoula northeasterly via Rattlesnake Creek to a county road junction in Sec. 26, T. 14 N., R. 19 W. Approximate length - gross, 5.2 miles; net, 4.3 miles.
- 268 Ravalli County. From a point on Federal-aid secondary road No. 269 approximately 0.2 mile northeast of Stevensville easterly, northerly and easterly to a county road junction on the east line of Sec. 4, T. 9 N., R. 19 W. Approximate length - gross, 9.0 miles; net, 9.0 miles.
- 269 Ravalli County. From a point on Federal-aid road No. 7 approximately 0.5 mile north of Hamilton northeasterly via Corvallis and Stevensville to another point on Federal-aid road No. 7 approximately 7 miles northeast of Victor. Approximate length - gross, 21.4 miles; net, 20.8 miles.
- 273 Deer Lodge County. From a county road junction at the northwest corner of Sec. 35, T. 6 N., R. 10 W. easterly via Galen to a point on Federal-aid road No. 2 east of Galen. Approximate length - gross, 3.1 miles; net, 3.1 miles.
- 274 Deer Lodge County. From a point on Federal-aid road No. 46 at Kalston northeasterly to a point on Federal-aid road No. 19 approximately 4 miles southeast of Anaconda. Approximate length - gross, 23.7 miles; net, 23.7 miles.
- 275 Deer Lodge County. From a point on Federal-aid road No. 19 approximately 6 miles southeast of Anaconda easterly via Opportunity to a point on Federal-aid road No. 2 approximately 5.0 miles south of Warm Springs. Approximate length - gross 2.4 miles; net, 2.4 miles.
- 276 Silver Bow County. From a point on Federal-aid road No. 2 in Butte northwesterly to a road junction in Sec. 8, T. 4 N., R. 8 W. Approximate length - gross, 10.8 miles; net, 10.0 miles.
- 278 Beaverhead County. From a point on Federal-aid road No. 3 in Dillon westerly, northwesterly and northerly via Jackson to a point on Federal-aid road No. 46 at Wisdom. Approximate length - gross, 65.7 miles; net, 65.0 miles.
- 279 Lewis and Clark County. From a point on Federal-aid road No. 3 about 8 miles north of Helena westerly and northwesterly via Canyon Creek to Wilborn. Approximate length - gross, 23.0 miles; net, 23.0 miles.
- 280 Lewis and Clark County. From a point on Federal-aid road No. 3 in Helena northeasterly to York. Approximate length - gross, 19.2 miles; net, 17.9 miles.
- 282 Madison County. From a county road junction on the south line of Sec. 11, T. 4 S., R. 7 W. easterly and northeasterly to a point on Federal-aid road No. 29 in Twin Bridges. Approximate length - gross, 7.2 miles; net, 6.5 miles.
- 283 Madison County. From a county road junction approximately 0.2 mile west of Pony northwesterly to a point on Federal-aid road No. 13 in Harrison. Approximate length - gross 7.0 miles; net, 7.0 miles.
- 284 Broadwater County. From a point on Federal-aid road No. 14 in Townsend northerly to Canton. Approximate length - gross, 6.3 miles; net, 6.0 miles.
- 285 Broadwater County. From Redorsburg southeasterly and easterly to a point on Federal-aid road No. 8 at Toston. Approximate length - gross, 10.1 miles; net, 10.1 miles.
- 286 Gallatin County. From a point on Federal-aid road No. 2 approximately 3 miles northeast of Three Forks northerly and northeasterly to Trident. Approximate length - gross 3.9 miles; net, 3.9 miles.
- 287 Gallatin County. From a county road junction approximately 1 mile southwest of Willow Creek northeasterly via Willow Creek to a point on Federal-aid road No. 2 in Three Forks. Approximate length - gross, 8.6 miles; net, 8.0 miles.
- 288 Gallatin County. From a point on Federal-aid secondary road No. 289 approximately 11 miles west of Bozeman northerly, westerly and northerly to a point on Federal-aid No. 2 approximately 0.6 mile southeast of Manhattan. Approximate length - gross, 17.2 miles; net, 17.2 miles.
- 289 Madison and Gallatin Counties. From a point on Federal-aid road No. 13 approximately 0.4 mile north of Norris northeasterly to a connection with Federal-aid secondary road No. 291 approximately 7.5 miles west of Bozeman. Approximate length - gross, 29.9 miles; net, 29.9 miles.
- 290 Gallatin County. From a point on Federal-aid road No. 2 in Belgrade northerly to Monard. Approximate length - gross, 16.0 miles; net, 15.6 miles.
- 291 Gallatin County. From a connection with Federal-aid secondary road No. 289 approximately 7.5 miles west of Bozeman northerly to a point on Federal-aid road No. 2 at Belgrade. Approximate length - gross, 7.8 miles; net, 7.8 miles.
- 294 Meagher County. From a point on Federal-aid road No. 11 approximately 4 miles north of Ringling northeasterly via Loweth and Martinsdale to a point on Federal-aid road No. 14 approximately 24 miles west of Harlowton. Approximate length - gross, 33.1 miles; net, 33.1 miles.
- 295 Park County. From a point on Federal-aid road No. 2 in Livingston southeasterly to a county road junction in Sec. 29, T. 2 S., R. 11 E. Approximate length - gross, 9.4 miles; net, 9.0 miles.
- 296 Wheatland County. From a county road junction at the southeast corner of Sec. 26, T. 7 N., R. 13 E. northerly and northwesterly via Twodot to a point on Federal-aid road No. 14 approximately 12 miles west of Harlowton. Approximate length - gross, 7.4 miles; net, 7.4 miles.
- 297 Wheatland County. From a point on Federal-aid road No. 14 at Shawmut northerly and northwesterly to Hedgesville. Approximate length - gross, 8.7 miles; net, 8.7 miles.

- 298 Sweet Grass County. From a county road junction in Sec. 32, T. 2 S., R. 13 E. northeasterly via McLeod to a point on Federal-aid road No. 2 in Big Timber. Approximate length - gross, 20.3 miles; net, 19.5 miles.
- 299 Golden Valley County. From a point on Federal-aid road No. 14 in Ryegate northerly to Franklin. Approximate length - gross, 6.2 miles; net, 5.3 miles.
- 300 Golden Valley County. From a county road junction south of Big Coulee Creek northerly to a point on Federal-aid road No. 14 in Ryegate. Approximate length - gross, 8.7 miles; net, 8.4 miles.
- 301 Yellowstone and Golden Valley Counties. From a point on Federal-aid road No. 2 in Billing, northwesterly via Acton, Broadview and Lavina to a point on Federal-aid road No. 14 east of Ryegate. Approximate length - gross, 47.0 miles; net, 45.3 miles.
- 302 Stillwater and Yellowstone Counties. From a connection with proposed Federal-aid secondary road No. 306 at Repelje easterly, southerly, southeasterly and easterly via Wheat Basin and Molt to a point on Federal-aid secondary road No. 301 about 1 mile northwest of Billings. Approximate length - gross, 45.8 miles; net, 45.8 miles.
- 303 Yellowstone County. From a point on Federal-aid road No. 2 approximately 4 miles north-east of Huntley northerly and easterly via Worden to a point southeast of Nibbe near the south 1/4 corner of Section 33, T. 3 N., R. 30 E. thence northerly to a point on Federal-aid road No. 2 approximately 2 miles east of Nibbe. Approximate length - gross, 16.3 miles; net, 16.3 miles.
- 304 Yellowstone County. From a point on Federal-aid road No. 2 approximately 2 miles northwest of Huntley northerly via Shepherd to a county road intersection approximately 1.5 miles north of Shepherd. Approximate length - gross, 4.5 miles; net, 4.5 miles.
- 305 Yellowstone County. From a county road intersection approximately 0.5 mile west of Hesper easterly via Hesper to a point on Federal-aid road No. 2 approximately 5 miles southwest of Billings. Approximate length - gross, 6.5 miles; net, 6.5 miles.
- 307 Carbon and Stillwater Counties. From a point on Federal-aid road No. 28 in Red Lodge northwesterly to Roscoe and thence northeasterly via Absarokee to a point on Federal-aid road No. 2 in Columbus. Approximate length - gross, 53.4 miles; net, 52.7 miles.
- 308 Carbon County. From a point on Federal-aid road No. 28 in Red Lodge southeasterly to Belfry and then northeasterly to a point on Federal-aid road No. 4 approximately 1 mile south of Bridger. Approximate length - gross, 26.5 miles; net, 26.0 miles.
- 309 Musselshell County. From a point in Sec. 18, T. 8 N., R. 25 E. easterly along a county road to a point on Federal-aid road No. 14 approximately 2 miles southwest of Roundup. Approximate length - gross, 4.3 miles; net, 4.3 miles.
- 310 Musselshell County. From a county road junction in Sec. 3, T. 8 N., R. 29 E. northerly via Musselshell to a point on Federal-aid road No. 14 approximately 12 miles southwest of Melstone. Approximate length - gross, 3.0 miles; net, 3.0 miles.
- 311 Treasure County. From a county road junction at the southwest corner of Sec. 18, T. 6 N., R. 35 E. easterly, southeasterly and northeasterly via Myers to a point on Federal-aid road No. 2 approximately 4 miles southwest of Hysham. Approximate length - gross, 6.8 miles; net, 6.8 miles.
- 312 Treasure County. From a county road junction in Sec. 31, T. 6 N., R. 37 E. northwesterly to a point on Federal-aid road No. 2 in Hysham. Approximate length - gross, 7.0 miles; net, 6.5 miles.
- 313 Big Horn County. From St. Xavier easterly and northerly to a point on Federal-aid road No. 16 at Hardin. Approximate length - gross, 24.1 miles; net, 24.1 miles.
- 315 Rosebud County. From a point on the north boundary of the Tongue River Northern Cheyenne Indian Reservation northeasterly and then northwesterly via Colstrip to a point on Federal-aid road No. 2 approximately 7 miles west of Forsyth. Approximate length - gross, 40.3 miles; net, 40.3 miles.
- 316 Rosebud County. From a point on Federal-aid road No. 2 west of Rosebud northerly to Cartersville and thence easterly to a county road junction at the southeast corner of Sec. 2, T. 6 N., R. 43 E. Approximate length - gross, 10.7 miles; net, 10.7 miles.
- 319 Powder River County. From a county road junction in Sec. 3, T. 7 S., R. 52 E. northwesterly to a point on Federal-aid road No. 23 approximately 4 miles southeast of Broadus. Approximate length - gross, 11.5 miles; net, 11.5 miles.
- 320 Fallon and Custer Counties. From a point on Federal-aid road No. 2 approximately 12 miles west of Elevne northwesterly to Lemay. Approximate length - gross, 6.1 miles; net, 5.6 miles.
- 321 Fallon County. From a point on Federal-aid road No. 2 in Elevne northeasterly to a county road junction at the northeast corner of Sec. 35, T. 9 N., R. 57 E. Approximate length - gross, 6.3 miles; net, 5.7 miles.
- 322 Fallon County. From a county road junction at the southwest corner of Sec. 11, T. 4 N., R. 60 E. northerly and northwesterly to a point on Federal-aid road No. 27 approximately 8 miles southwest of Baker. Approximate length - gross, 11.8 miles; net, 11.8 miles.
- 323 Carter County. From a county road junction near the northeast corner of Sec. 12, T. 2 S., R. 59 E. northwesterly to a connection with Federal-aid road No. 27 at Ekalaka. Approximate length - gross, 19.6 miles; net, 19.6 miles.

MONTANA APPROVED FOREST HIGHWAY SYSTEM

DESCRIPTION OF ROUTES

Forest Highway Route	Name	Terminal	Class 1	Designated Length Class 2	Class 3	FA Route	FAS Route
1	Libby - Idaho State Line	Libby - Idaho State Line	35.0			1	
2	Pleasant Valley	Elliot Creek South of Libby to Forest Boundary at Pleasant Valley	21.0			1	
3	Thompson Lakes	Forest Boundary East of Thompson Lakes to East end of McGregor Lake	7.0			1	
4	Jennings - Marion	Jennings to connection with U. S. Route No. 2 in vicinity of Little Bitterroot Lake		50.0			
5	Troy - Noxon	Troy to connection with Forest Highway Route No. 6 near mouth of Bull River.		40.0			
6	Clark Fork	Clark Fork to Idaho State Line	69.4		25.0	6	
7	Thompson Falls	Thompson Falls to Idaho State Line					
8	Yellowstone Trail	Idaho State Line to Huson	89.2			2	
9	Paradise Out-off	St. Regis to Clark Fork Highway near Paradise	5.2	20.0		24	
10	Eggers Pass	West Forest Boundary to North Forest Boundary	34.5			5	
11	Fortine - Olney	Fortine No. 92 et Lolo to Idaho State Line (Lolo Pass).	22.7			1	
12	Lewis & Clark	Fortine No. Olney East of Columbia Falls to Glacier Park Station	70.2			5	
13	Glacier Park	Forest Boundary South of Big Fork to South Forest Boundary		6.0		1	
14	Flathead Lake	Forest Boundary at Swan River Lake to Forest Boundary at Seeley Lake		60.0			210
15	Swan River	Forest Boundary at Swan River Lake to Forest Boundary and from Forest Boundary West of Georgetown Lake to a connection with Forest Highway Route No. 17.					
16	Georgetown Lake	West Forest Boundary to Township line approximately two miles West of Anaconda.	41.6			35	
17	French Gulch	West Forest Boundary to East Forest Boundary (South of Anaconda)	21.9		8.0	19	
18	Big Hole	Forest Boundary at Big Hole to Forest Boundary at Gibbons Pass.				7	274
19	Big Hole	Conner (approx. 11 miles) North of Forest Boundary to Idaho State Line at Gibbons Pass.	24.0				
20	Bitterroot Big Hole	Idaho State Line South of Gibbons Pass to East Forest Boundary (Near Big Hole Battlefield Monument)		16.0		16	
21	Madison - Dillon (Ball Creek Pass)	Two miles West of West Forest Boundary to one mile East of East Forest Boundary		4.0			278
22	(Bader Pass)	One mile West of West Forest Boundary to one mile East of East Forest Boundary.		4.0			278
23	Bumuck Pass	Idaho State Line to Donovan Sliding, (Southwest of Armatoad)			6.0		
24	Pipstone Pass	East Forest Boundary to West Forest Boundary. (Between Butte and Whitehall)	8.8			2	
25	Little Whitehall	North Forest Boundary to South Forest Boundary. (South of Boulder)		4.0			
26	Butte - Boulder	Forest Boundary near Basin to Forest Boundary near Elk Park	12.0			3	
27	Lowland Creek	Junction with Butte - Boulder Highway to Bull Run Creek		21.0			
28	Thompson Creek	Thompson Creek to Forest Boundary (South of Helena)	10.8			8	280
29	Trail Creek	West Forest Boundary to Buffalo Canyon. (Northeast of Helena)			24.0*		
30	Trail Creek-Antelope	West Forest Boundary to East Forest Boundary.		15.0		14	
31	Townsend-White Sulphur Springs	West Forest Boundary to East Forest Boundary.	9.5			11	
32	Y.G.B. Line	Rioville, Nehart, King's Hill to South Forest Boundary.	55.4				
33	Fathead Pass	Two miles West of West Forest Boundary to two miles East of East Forest Boundary. (West of Missall)		8.0	12.0		
34	Brigden Canyon	North Forest Boundary to East Forest Boundary (Northeast of Bozeman)			3.0		
35	Trail Creek	South end of PAP 76 to junction with Forest Highway Route 45 except the portion within Yellowstone Park.					
36	West Gallatin	South end of PAP 76 to junction with Forest Highway Route 45 except the portion within Yellowstone Park.		47.1			
37	Yellowstone Canyon	Carbella to Gardiner	17.1			11	
38	Madison River	West Forest Boundary (South of Emils) to West Yellowstone.	29.1			12	
39	Targhee-Yellowstone	West Yellowstone to Idaho State Line. (Argonne Pass)	8.7				
40	Big Lost Creek	North Forest Boundary to Idaho State Line.		10.0			
41	Chase Creek	North Forest Boundary to Pumpkin Creek via Two Mile and Otter Creeks. (South of Ashland)		11.0			
42	Bloom Creek	North Forest Boundary to Powder River. (Southwest of Broadus)		12.0			
43	Ashland - Broadus	Ashland to Pumpkin Creek	25.0			37	
44	Whitehall - Stacey	Ashland - Olive Highway at Otter Creek to Stacey. (Northeast of Ashland)		15.0			383
45	Stacey	West Forest Boundary to East Forest Boundary. (South of Kalaka)	6.0		47.0**		205
46	Kalaka	Clark Fork Highway to Libby - Marion Highway.	27.3			33	
47	Clark Fork	Clark Fork Highway to Libby - Marion Highway.	4.3				
48	Maniske - Trout Creek	Maniske to Trout Creek.				28	
49	Red Lodge - Cooke City	East Forest Boundary to a point 14.3 miles West.	671.2	304.6	231.0		

* 24.4 miles on FAS Route 280
** 4.6 miles on FAS Route 205

FOREST HIGHWAY SYSTEM

National Forest Highways For three years prior to enactment of "The Federal Road Act", the Federal Government provided funds in small amounts for improvement of roads within the National Forests. However, "The Federal Road Act", enacted July 11, 1916, was the real beginning of Federal participation in the construction of Forest Highways. Since then, up to the present time, funds in greater or lesser amounts have been provided every year for construction and improvement of Forest Highways.

Forest Highway Funds are apportioned to the various states, one-half in the ratio of the area of National Forest lands in any state to the total area of such land in all states, and one-half in the ratio of the value of National Forest land in any state to the total value of such land in all States. There is no limiting clause in the Rules and Regulations with respect to apportionment of funds between those sections of the Forest Highway System on the Federal Aid Highway System and those sections which are not on the Federal Aid System. The ultimate development of the Forest Highway System rests with the discretionary action of the Public Roads Administration, the Forest Service and the State Highway Department.

Construction activities are handled by the Public Roads Administration working in co-operation with the United States Forest Service and the State Highway Department. Responsibility for the maintenance of constructed sections on the system devolves upon the State Highway organization, usually beginning two years after construction.

The total mileage on the system at the close of 1941 was 1206.8 miles of which 694.2 miles was classified as improved mileage.

FOREST HIGHWAY MILEAGE

<u>Year</u>	<u>Designated Mileage on System</u>	<u>Improved Mileage</u>	<u>Year</u>	<u>Designated Mileage on System</u>	<u>Improved Mileage</u>
1926	1174.0	303.4	1934	1204.1	533.0
1927	1182.0	343.6	1935	1204.1	571.1
1928	1185.6	364.6	1936	1183.8	595.4
1929	1185.6	367.2	1937	1183.8	595.4
1930	1185.6	391.7	1938	1201.6	609.3
1931	1197.9	409.5	1939	1201.6	662.2
1932	1202.1	456.6	1940	1206.8	691.3
1933	1202.1	472.7	1941	1206.8	694.2

Designated mileage is not always the same as existing mileage. For example, in 1941, designated mileage was 1206.8, while surveyed or logged mileage was 1243.5. Of this latter amount, 827.6 miles are within National Forest boundaries and 415.9 miles without.

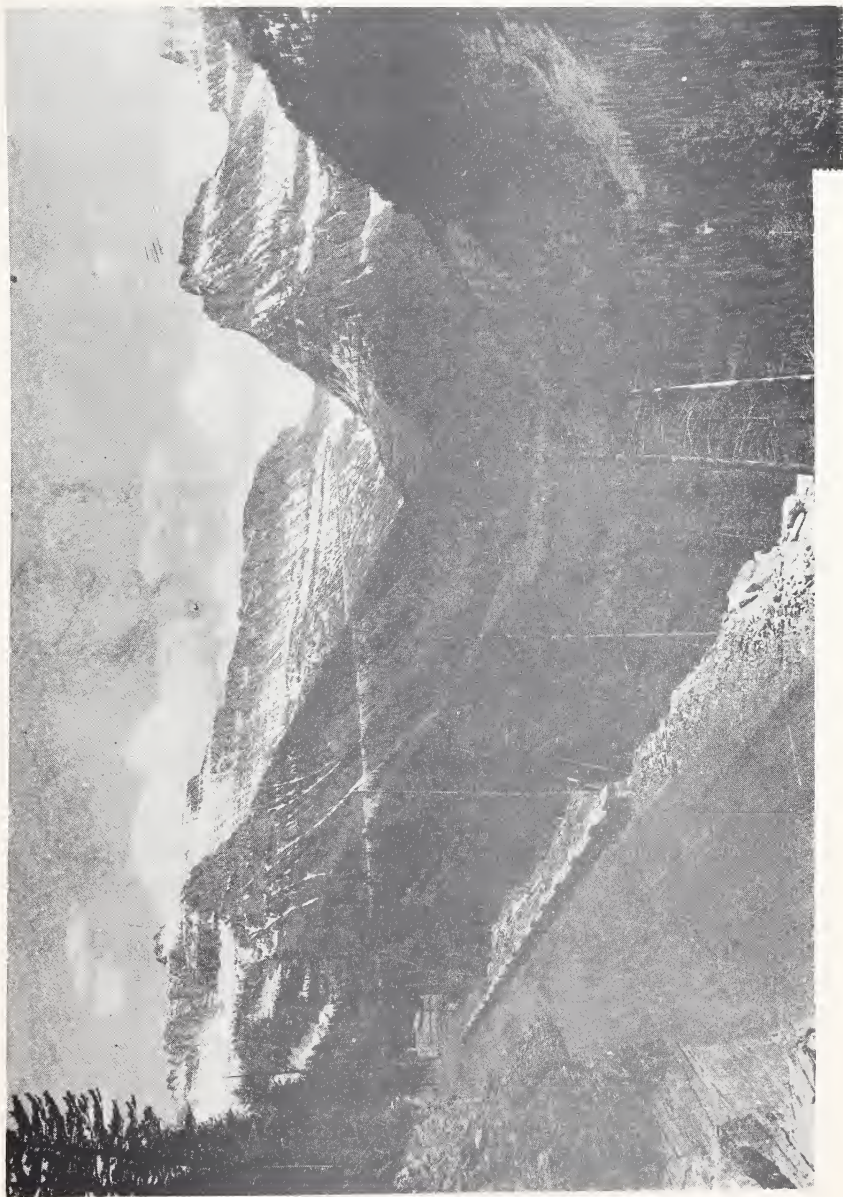
The following tabulation of Forest Road Funds shows the amount allocated by the Federal Government by years and the accumulated totals from 1913 through 1943.

Forest Road Funds
MONTANA
By Fiscal Year Periods
1913 - 1943

For Fiscal Year	Name of Allocation	Amount	Cumulative Totals
1913	10% Fund	\$ 23,926.55	\$ 23,926.55
1914	10% Fund	26,095.26	50,021.81
1915	10% Fund	37,434.42	87,456.23
1916	10% Fund	31,835.91	119,292.14
1917	10% Fund Sec. 8	35,940.69 69,901.00 <u>105,841.69</u>	225,133.83
1918	10% Fund Sec. 8	46,648.61 70,042.00 <u>116,690.61</u>	341,824.44
1919	10% Fund Sec. 8 F.F.R.C.	30,639.02 71,664.00 444,370.00 <u>546,673.02</u>	888,497.46
1920	10% Fund Sec. 8 F.F.R.C.	38,017.13 71,589.00 -37,500.00 <u>72,006.13</u>	960,603.59
1921	10% Fund Sec. 8 F.F.R.C.	35,206.87 71,393.00 219,495.71 <u>326,095.58</u>	1,286,699.17
1922	10% Fund Sec. 8 F. D. F. H.	29,367.01 70,182.00 261,189.00 234,094.00 <u>594,832.01</u>	1,881,531.18
1923	10% Fund Sec. 8 F. D. F. H.	23,040.05 67,608.00 313,426.00 <u>644,792.00</u>	
		1,048,866.05	2,930,397.23

For Fiscal Year	Name of Allocation	Amount	Cumulative Totals
	FORWARD		2,930,397.23
1924	10% Fund	\$ 30,239.38	
	Sec. 8	65,215.00	
	F.D.	405,084.00	
	F.H.	317,192.00	
		<u>817,730.38</u>	3,748,127.61
1925	10% Fund	33,114.70	
	Sec. 8	64,889.00	
	F.D.	405,084.00	
	F.H.	315,991.00	
		<u>819,078.70</u>	4,567,206.31
1926	10% Fund	27,782.21	
	Sec. 8	64,950.00	
	F.D.	299,459.00	
	F.H.	405,094.00	
		<u>797,285.21</u>	5,364,491.52
1927	10% Fund	23,238.44	
	F.D.	289,443.00	
	F.H.	404,165.00	
		<u>716,846.44</u>	6,081,337.96
1928	10% Fund	20,529.16	
	F.D.	288,252.00	
	F.H.	403,740.00	
		<u>712,521.16</u>	6,793,859.12
1929	10% Fund	21,555.10	
	F.D.	285,157.00	
	F.H.	395,183.00	
		<u>701,895.10</u>	7,495,754.22
1930	10% Fund	26,387.56	
	F.D.	253,177.00	
	F.H.	397,999.00	
		<u>677,563.56</u>	8,173,317.78
1931	10% Fund	30,477.55	
	F.D.	251,377.00	
	F.H.	837,355.00	
		<u>1,119,209.55</u>	9,292,527.33
1932	10% Fund	26,860.79	
	F.D.	281,255.00	
	F.H.	819,893.00	
	H.N.F.	789,662.00	
		<u>1,417,670.79</u>	10,710,198.12

<u>For Fiscal Year</u>	<u>Name of Allocation</u>	<u>Amount</u>	<u>Cumulative Totals</u>
	FORWARD		\$10,710,198.12
1933	10% Fund	\$ 11,897.20	
	F.D.	255,905.00	
	F.H.	879,096.00	
	E.F.H.	480,381.00	
		<u>1,627,279.20</u>	12,337,477.32
1934-5	10% Fund	16,308.75	
	F.D.	574,000.00	
	N.R.F.H.	<u>1,344,773.00</u>	
		<u>1,935,081.75</u>	14,272,559.07
1935	10% Fund	16,890.67	
	F.D.	237,314.00	
	F.H.E.C.	580,000.00	
		<u>834,204.67</u>	15,106,763.74
1936	F.D.	237,314.00	
	F.H.	<u>576,332.00</u>	
		<u>813,646.00</u>	15,920,409.74
1937	F.H.	566,575.00	16,486,984.74
1938	F.H.	753,310.00	17,240,294.74
1939	F.H.	751,597.00	17,991,891.74
1940	F.H.	535,677.00	18,527,568.74
1941	F.H.	695,750.00	19,223,318.74
1942	F.H.	560,693.00	19,784,011.74
1943	F.H.	559,707.00	20,343,718.74



GOING TO THE SUN HIGHWAY, GLACIER NATIONAL PARK, MONTANA



Photo by Hileman

A SCENIC VIEW OF GLACIER NATIONAL PARK

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES OF THE MONTANA
HIGHWAY COMMISSION TO AND INCLUDING JUNE 30, 1941.

RECAPITULATION RECEIPTS AND EXPENDITURES - MARCH 13, 1913, TO MAY 1, 1917

Operating Expenditures

Construction	000.00	
Advances to Counties	<u>966.59</u>	1.11%
Autos, Wagons		
Capital Outlay		
Furniture & Fixtures	4,911.23	
Tools & Equipment	15,295.88	
Maps	204.00	20,411.11
Suspense (Unadjusted Items)	108.19	<u>13%</u>
Grand Total Operating Expense	21,485.89	24.81%
Secretary of State Expense	18,014.36	20.80%
Admin. & Misc. Expense		
Administrative	45,286.98	52.29%
Miscellaneous	<u>1,827.00</u>	2.10%
Sub-Total	<u>47,113.98</u>	54.30%
GRAND TOTAL	86,614.23	100.00%

Receipts

Balance beginning of Period	000.00	
General Fund		
Appropriation	5,000.00	
Less Reversion		
to Gen'l Fd.	<u>2,466.33</u>	2,533.67
Motor Vehicle License		
Fees	109,762.15	
Counties (Gallatin)		
State Aid	168.15	
Fines for Speeding	24.80	
Misc. Collections	<u>1,402.65</u>	
TOTAL		113,891.42
Less Expenditures for Period		<u>86,614.23</u>
Fund Balance		<u>27,277.19</u>
Highway Fund Balance		27,277.19

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR MARCH 1, 1917 TO NOV 30, 1917

<u>OPERATING EXPENDITURES</u>	<u>Total to Date</u>	<u>Accumulative Total</u>	<u>Percentage</u>
Payments to Contractors	-0-		
Payments to Counties	508.64		.50
Federal Aid Construction			
Supervision	-0-		
Routings, Plans & Surveys	1,050.63		1.03
County Co-operative			
(Design & Inspection)	8,741.81		8.59
Maintenance of Equipment	<u>362.38</u>		<u>.36</u>
Sub-total		10,663.46	10.48
Secretary of State Expense		79,120.45	77.74
<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Outlay	333.62		.32
Auto Trucks & Wagons	<u>500.00</u>		<u>.49</u>
Sub-total		833.62	.81
Grand Sub-total		<u>90,617.53</u>	<u>89.03</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	1,905.32		1.87
Administrative Departmental	6,235.73		6.13
Old Highway Commission Expense	2,419.78		2.38
U. S. War Work	107.60		.10
Miscellaneous Expense	<u>494.66</u>		<u>.49</u>
Sub-total		11,163.09	10.97
Grand Total		<u>101,780.62</u>	<u>100%</u>
<u>RECEIPTS</u>			
Balance in Fund Beginning of Period		27,277.19	
Motor Vehicle License Fees		<u>281,490.60</u>	
Grand Total		308,767.79	
Less Expenditures for Period		<u>101,780.62</u>	
Fund Balance		<u><u>206,987.17</u></u>	
Highway Fund Balance		206,987.17	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR DEC. 1, 1917 TO NOV. 30, 1918

<u>OPERATING EXPENDITURES</u>	<u>Total to Date</u>	<u>Accumulative Total</u>	<u>Percentage</u>
Payments to Contractors			
State Aid - Labor, Material & Inspection	29,933.39		15.04
Federal Aid Surveys	21,433.50		10.77
Routings, Plans, etc. Misc.	6,377.35		3.20
County Cooperative (Labor & Material)	16,121.31		8.10
Maintenance of Equipment	2,705.75		1.36
County Apportionment	65,207.92		32.77
Sub-total		<u>141,779.22</u>	<u>71.24</u>

CAPITAL OUTLAY

Engineering Equipment & Outlay	4,669.82		2.35
Autos, Trucks & Wagons	4,191.92		2.10
Road & Bridge Bldg. Equipment	<u>20,895.59</u>		10.50
Sub-total		<u>29,757.33</u>	<u>14.95</u>
Grand Sub-total		<u><u>171,536.55</u></u>	<u><u>86.19</u></u>

OVERHEAD EXPENDITURES

Commission Administrative	1,905.32		.96
Administrative Departmental	25,291.84		12.71
U. S. War Work	183.12		.09
Miscellaneous Expense	<u>99.98</u>		.05
Sub-total		<u>27,480.26</u>	<u>13.81</u>
Grand Total		<u>199,016.81</u>	<u>100%</u>

RECEIPTS

Balance in Fund Beginning of Period		206,987.17	
Motor Vehicle License Fees	200,243.52		
Miscellaneous Collections	<u>153.00</u>		
Sub-total		<u>200,396.52</u>	
Grand Total		<u>407,383.69</u>	
Deduct Expenditures for Period		<u>199,016.81</u>	
Fund		<u><u>208,366.88</u></u>	
Highway Fund	205,457.21		
Revol. Fund & Plan Deposit Fund	<u>2,909.67</u>	<u>208,366.88</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR DEC. 1, 1918 TO NOV. 30, 1919

<u>OPERATING EXPENDITURES</u>	<u>Total to Date</u>	<u>Accumulative Total</u>	<u>Percentage</u>
Payments to Contractors			
Federal Aid - Labor, Material & Supervision	240,706.13		38.57
County Co-operative			
Labor, Material & Supervision	9,293.68		1.49
State Aid - Labor Material & Supervision	116,626.47		18.69
Routings, Plans & Surveys	3,459.34		.55
Maintenance of Equipment	11,652.77		1.87
Industrial Insurance	670.88		.11
Sub-total		382,409.27	61.28
Plan Deposit Refunds		1,255.00	.20
County Apportionment		74,089.80	11.87

CAPITAL OUTLAY

Office Furniture & Fixture	4,618.19		.74
Surplus War Material			
Autos, Trucks, etc.	34,299.94		5.49
Road & Bridge Bldg. Equipment	66,045.96		10.58
Shop Buildings & Equipment	1,421.94		.23
Shop Stores	10,835.00		1.74
Office Stores	419.05		.07
Accounts Receivable	709.10		.11
Sub-total		118,349.18	18.96
Grand Sub-total		576,103.25	92.31

OVERHEAD

Commission Administrative	4,767.46		.77
Administrative Departmental	43,206.58		6.92
Sub-total		47,974.04	7.69
Grand Total		624,077.29	100%

RECEIPTS

Balance in Fund at Beginning of Period		208,366.88	
Motor Vehicle License Fees	233,611.76		
Counties for State Aid	18,812.59		
Counties for Federal Aid	131,500.00		
U.S. Paid Federal Aid Project	6,516.59		
Plan Deposit Fund	1,753.00		
Sub-total		392,193.94	
Grand Total		600,560.82	
Deduct Expenditures for Period		624,077.29	
Fund Overdraft		23,516.47	*
Plan Deposit Fund	573.00		
Highway Fund (Overdraft)	24,089.47	23,516.47	*

* Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR DEC. 1, 1919 TO NOV. 30, 1920

<u>OPERATING EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
Payments to Contractors			
Federal Aid -			
Labor, Material & Supervision	1,848,483.75		80.85
County Cooperative Projects			
Labor, Material & Supervision	13,591.38		.59
State Aid Projects			
Labor, Material & Supervision	28,583.27		1.25
Sub-total		1,890,658.40	82.69
Plan, Deposit & Cement Refunds		17,783.19	.78
Shop Overhead Undistributed		19,483.65	.85

CAPITAL OUTLAY

Office Furniture & Fixtures	3,556.29		.16
Surplus War Material			
Autos, Trucks, etc.	152,696.73		6.68
Road & Bridge Building Equipment	71,108.49		3.10
Shop Stores - Supplies	62,220.09		2.73
Sub-total		289,581.60	12.67
Grand Sub-total		<u>2,217,506.84</u>	<u>96.99</u>

OVERHEAD

Commission Administrative	3,490.41		.15
Administrative Dept.	<u>65,322.51</u>		2.86
Sub-total		68,812.92	3.01
Grand Total		<u>2,286,319.76</u>	<u>100%</u>

RECEIPTS

Fund Overdraft at Beginning of Period		23,516.47 *
Motor Vehicle License Fees	351,395.50	
U. S. Paid Federal Aid	682,578.17	
Counties Paid Federal Aid	1,116,455.21	
Equipment Sales & Rentals	124,998.45	
Accounts Receivable &		
Registered Warrants	36,602.94	
Cement Sales	18,991.82	
Plan Deposits	780.00	
Miscellaneous Receipts	<u>957.58</u>	
Sub-total		2,332,759.67
Grand Total		<u>2,309,243.20</u>
Deduct Expenditures for Period		<u>2,286,319.76</u>
Fund Balance		<u>22,923.44</u>
Highway Fund Balance	10,777.97	
Revol. Fund	9,666.95	
Plan Deposit Fund	859.00	
Cement Deposit Fund	<u>1,619.52</u>	<u>22,923.44</u>

*Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR DEC. 1, 1920 TO MARCH 31, 1921

<u>OPERATING EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
Payments to Contractors			
Federal Aid -			
Labor, Material & Supervision	918,265.79		79.29
County Cooperative Projects			
Labor, Material & Supervision	906.92		.08
State Aid Projects			
Labor, Material & Supervision	<u>3,723.08</u>		.32
Sub-total		922,895.79	<u>79.69</u>
Plan Deposit & Cement Refunds		4,956.65	.43
County Apportionment (33-1/3% Fund)		115,821.73	10.00
Shop Overhead Undistributed		15,886.97	1.37
<u>CAPITAL OUTLAY</u>			
Furniture & Fixtures	2,181.43		.19
Auto Trucks, etc.	50,242.20		4.34
Supplies & Stores (Shop)	<u>11,049.12</u>		.95
Sub-total		63,472.75	<u>5.48</u>
Grand Sub-total		<u>1,123,033.89</u>	<u>96.97</u>
<u>ADMINISTRATIVE</u>			
Commission Administrative	1,352.15		.12
Administrative	<u>33,737.43</u>		2.91
Sub-total		35,089.58	<u>3.03</u>
		<u>1,158,123.47</u>	<u>100%</u>
<u>RECEIPTS</u>			
Fund Balance at Beginning of Period		22,923.44	
Motor Vehicle License Fees	32,257.57		
U. S. Paid Fed. Aid Projects	833,918.34		
Counties Paid Federal Aid "	215,535.50		
Equipment Sales & Rentals	4,729.25		
Accounts Receivable -			
Registered Warrants	147,817.45		
Cement Sales	3,249.35		
Plan Deposits	136.00		
Miscellaneous Receipts	<u>38.20</u>		
Sub-total		1,237,681.66	
Grand sub-total		1,260,605.10	
Deduct Expenditures for Period		<u>1,158,123.47</u>	
Fund Balance		<u>102,481.63</u>	
Highway Fund	101,574.41		
Plan Deposit Fund	895.00		
Cement Deposit Fund	<u>12.22</u>	<u>102,481.63</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR APRIL 1, 1921 TO JUNE 30, 1921

<u>OPERATING EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	445,956.80		70.11
Payments to Counties (Force Account)	40,196.29		6.32
Federal Aid Construction Supervision	28,018.21		4.40
Routings, Plans & Surveys	17,622.93		2.77
Sub-total		<u>531,794.23</u>	<u>83.60</u>
Maintenance		1,011.15	.16
Shop Overhead (Undistributed)		6,650.70	1.04
<u>CAPITAL OUTLAY</u>			
Furniture & Fixtures	3,359.47		.53
Shop Buildings (Deer Lodge)	4,824.73		.76
Motile & Maint. Equipment	26,891.66		4.23
Plan Deposit & Cement Refunds	4,808.40		.75
Sub-total		<u>39,884.26</u>	<u>6.27</u>
Grand Total Operating Expense		<u>579,340.34</u>	<u>91.07</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,584.88		.41
Department Administrative	30,123.60		4.74
State Construction Supervision	22,924.00		3.60
Miscellaneous Exp.	1,175.68		.18
Sub-total		<u>56,808.16</u>	<u>8.93</u>
		<u>636,148.50</u>	<u>100%</u>
<u>RECEIPTS</u>			
Balance on Hand Beginning of Period		102,481.63	
U.S. Paid FA Project	274,339.46		
Co's Paid FA Project	297,390.67		
Motor Vehicle License Tax	169,000.00		
Miscellaneous	4,982.40		
Sales (Surplus War Equip.)	18,386.60		
Sub-total		<u>764,099.13</u>	
Grand Sub-Total		<u>866,580.76</u>	
Deduct Expenditures for Period		<u>636,148.50</u>	
Fund Balance		<u>230,432.26</u>	
Highway Funds	118,895.18		
Highway Trust Fund	111,537.08		
		<u>230,432.26</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1921 TO JUNE 30, 1922

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Totals</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	1,605,373.38		63.48
Payments to Counties (Force Account)	469,209.08		18.55
F.A. Construction Supervision	76,674.34		3.03
Routings, Plans & Surveys	73,251.25		2.91
State Aid Projects	24,629.58		.97
Labor, Material & Supervision			
Sub-total		<u>2,249,137.63</u>	<u>88.94</u>
Maintenance		37,234.93	1.47
Shop Overhead (Undistributed)		14,997.66	.59
<u>CAPITAL OUTLAY</u>			
Furniture & Fixtures	1,360.62		.06
Shop Buildings (Helena)	23,343.80		.92
Mobile & Maint. Equipment	26,335.18		1.04
Sub-total		51,039.60	2.02
Grand Sub-Total Operative Expense		<u>2,352,409.82</u>	<u>93.02</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	8,720.11		.34
Department Administrative	104,059.13		4.12
State Construction Supervision	62,733.56		2.48
Miscellaneous Expense	1,010.72		.04
Sub-total		176,523.52	6.98
		<u>2,528,933.34</u>	<u>100%</u>
<u>RECEIPTS</u>			
Balance Beginning of Period		230,432.26	
U.S. Paid Federal Aid Project	1,601,505.22		
Co's. " " " "	708,031.26		
Motor Vehicle License Tax	273,118.52		
U.S. Oil Royalties	21,584.06		
Co's. Maintenance Refunds	5,678.61		
Miscellaneous	228.00		
Sales Surplus War Equip.	108,027.38		
Sub-total		2,718,193.05	
Grand Sub-total		2,948,605.31	
Deduct Expenditures for Period		2,528,933.34	
Fund Balance		<u>419,671.97</u>	
Highway Fund	245,922.70		
State Highway Trust Fund	173,749.27	<u>419,671.97</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1922 TO JUNE 30, 1923

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	969,909.46		58.08
Payments to Counties (Force Account)	189,563.88		11.36
Federal Aid Construction Supervision	36,402.34		2.18
Routings, Plans & Surveys	80,627.71		4.83
State Aid Projects including Labor, Material & Supr.	47,956.66		2.87
Sub-total		<u>1,324,460.05</u>	<u>79.32</u>
Maintenance		124,435.77	7.45
Shop Overhead (Undistributed)		21,318.26	1.27
<u>CAPITAL OUTLAY</u>			
Furniture & Fixture	1,234.18		.07
Shop Buildings	5,984.11		.36
Mobile & Maint. Equipment	56,213.54		3.37
Sub-total		63,431.83	3.80
Grand Sub-total Operative Expense		<u>1,533,645.91</u>	<u>91.84</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	8,874.61		.53
Department Administrative	94,365.82		5.65
State Construction Supervision	29,783.75		1.79
Maint. "	3,192.35		.19
Sub-total		136,216.53	8.16
		<u>1,669,862.44</u>	<u>100%</u>
<u>RECEIPTS</u>			
Balance Beginning of Period		419,671.97	
U.S. Paid Federal Aid Project	801,706.53		
Co's. " " " "	372,554.06		
Motor Vehicle License Tax	163,056.64		
U.S. Oil Royalties	39,109.52		
County Maintenance Refunds	34,826.12		
Miscellaneous	37.64		
Sales (Surplus War Equip.)	62,170.89		
Sub-total		1,473,461.40	
Grand Sub-total		1,893,133.37	
Deduct Expenditures for Period		1,669,862.44	
Fund Balance		<u>223,270.93</u>	
State Highway Fund	100,487.63		
State Highway Trust Fund	122,783.30		
		<u>223,270.93</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1923 TO JUNE 30, 1924

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	1,139,940.09		78.67
F.A. Construction Supervisors	45,775.80		3.16
Routings, Plans & Surveys	23,909.24		1.65
Sub-total		1,209,625.13	83.48
Maintenance		105,474.16	7.28
Shop Overhead (Undistributed)		16,610.61	1.15
<u>CAPITAL OUTLAY</u>			
Office Stores, etc.	526.21		.03
Mobile & Maint. Equip.	6,961.36		.48
Sub-total		7,487.57	.51
Grand Sub-Total Operative Expense		1,339,197.47	92.42
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	8,281.12		.57
Department Administrative	53,598.52		3.70
State Construction Supervision	37,452.94		2.58
Maint. Supervision	10,536.63		.73
Sub-total		109,869.21	7.58
Grand Total		1,449,066.68	100%
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		223,270.93.	
U.S. Paid Federal Aid Projects	870,064.27		
Co's. " " "	445,892.63		
Revenue Gas. Tax	116,530.67		
U. S. Oil Royalties	45,438.14		
Counties Paid on Maint.	36,013.78		
Miscellaneous	1,726.36		
Sales Surplus War Equip.	40,582.19		
Sub-total		1,556,248.04	
Grand Total		1,779,518.97	
Deduct Expenditures for Period		1,449,066.68	
Fund Balance		330,452.29	
State Highway Fund	43,108.26		
State Highway Trust Fund	277,955.90		
Federal Equipment Fund	9,388.13	330,452.29	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1924 TO JUNE 30, 1925

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	1,425,661.26		82.35
Federal Aid Construction			
Supervision	44,095.51		2.55
Routings, Plans & Surveys	17,878.70		1.03
Sub-total		<u>1,487,635.47</u>	<u>85.93</u>
Maintenance		124,233.91	7.17
Shop Overhead (Undistributed)		16,606.10	.96
<u>CAPITAL OUTLAY</u>			
Mobile & Maint. Equipment		3,624.23	.21
Grand Sub-total Operative Expense		<u>1,632,099.71</u>	<u>94.27</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	6,642.17		.38
Department Administrative	42,891.40		2.48
State Construction Supervision	36,078.16		2.08
Maint. Supervision	13,561.68		.79
Sub-total		<u>99,173.41</u>	<u>5.73</u>
Grand Total		<u>1,731,273.12</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		330,452.29	
U.S. Paid Federal Aid Projects	1,142,609.02		
Co's. " " " "	144,132.85		
" " Maintenance	61,626.33		
Revenue Gas. Tax	112,405.77		
Oil Royalties	42,120.36		
Accounts Receivable	4,537.07		
Lion Bonding Co.	3,112.40		
Miscellaneous	74.89		
Surplus War Equip. Sales	28,905.95		
Sub-total		<u>1,539,524.64</u>	
Grand Total		<u>1,869,976.93</u>	
Deduct Expenditures for Period		<u>1,731,273.12</u>	
Fund Balance		<u>138,703.81</u>	
State Highway Fund	31,777.22		
State Highway Trust Fund	93,862.84		
Federal Equipment Fund	13,063.75	<u>138,703.81</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1925 TO JUNE 30, 1926

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	872,372.13		75.54
F.A. Construction Supervision	32,107.49		2.78
Routings, Surveys & Plans	<u>34,234.80</u>		<u>2.97</u>
Sub-total		<u>938,714.42</u>	<u>81.29</u>
Maintenance		97,821.64	8.47
Shop Overhead (Undistributed)		6,075.99	.53
Refunds to Counties FAP		9,436.06	.82
Clifton Applegate & Toole (HB 353)		<u>33,902.65</u>	<u>2.93</u>
Grand Sub-total Operative Expense		<u>1,085,950.76</u>	<u>94.04</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,082.18		.27
Department Administrative	28,208.47		2.44
State Construction Supervision	25,227.32		2.18
Maintenance Supervision	<u>12,355.52</u>		<u>1.07</u>
Sub-total		68,873.49	5.96
Grand Total		<u>1,154,824.25</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		138,703.81	
U.S. Paid FA Projects	659,904.88		
Co's. " " "	239,671.86		
Co's. " on Maintenance	45,480.98		
Revenue Gas Tax	110,741.23		
U.S. Oil Royalties	29,954.25		
Surplus War Equipment Sales	<u>36,948.61</u>		
Sub-total		<u>1,122,701.81</u>	
Grand Total		<u>1,261,405.62</u>	
Deduct Expenditures for Period		<u>1,154,824.25</u>	
Fund Balance		<u>106,581.37</u>	
State Highway Fund	17,348.42		
State Highway Trust Fund	64,365.28		
Federal Equipment Fund	<u>24,867.67</u>	<u>106,581.37</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF EXPENDITURES AND RECEIPTS FROM JULY 1, 1926 TO FEB. 28, 1927

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	845,350.03		80.72
F.A. Construction Supervision	35,975.91		3.44
Routings, Surveys & Plans	<u>21,713.41</u>		2.07
Sub-total		<u>903,039.35</u>	<u>86.23</u>
<u>MAINTENANCE</u>			
Shop Overhead (Undistributed)		74,138.91	7.08
Refunds to Counties FAP		1,407.08	.13
Grand Sub-total Operative Exp.		<u>5,432.47</u>	<u>.52</u>
		<u>984,017.81</u>	<u>93.96</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,202.38		.21
Department Administrative	21,828.23		2.09
State Const. Supervision	29,434.83		2.81
Maintenance Supervision	<u>9,760.52</u>		.93
Sub-total Overhead		<u>63,225.96</u>	<u>6.04</u>
GRAND TOTAL		<u>1,047,243.77</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		106,581.37	
U.S. Paid F.A. Project	791,263.48		
Co's. " " "	115,021.52		
Co's. " on Maintenance	34,283.08		
Revenue Gas Tax "Net"	110,772.20		
Surplus War Equipment Sales	3,567.72		
U.S. Oil Royalties	<u>49,241.49</u>		
Total Receipts to Date		<u>1,104,149.49</u>	
Grand Total		<u>1,210,730.86</u>	
Deduct Expenditures for Period		<u>1,047,243.77</u>	
Balance on Hand		<u>163,487.09</u>	
State Highway Fund	58,748.61		
State Highway Trust Fund	82,781.71		
Federal Equipment Fund	<u>21,956.77</u>	<u>163,487.09</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF EXPENDITURES AND RECEIPTS MARCH 1, 1927 TO JUNE 30, 1927

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	187,822.96		38.06
Payments on Acct. of R. of W.	0		
F.A. Construction Supervision	12,505.75		2.53
Sub-Total		<u>200,328.71</u>	<u>40.59</u>
MAINTENANCE F.A.P.		85,975.79	17.42
<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Instruments	633.61		.01
Mobile & Maint. Equipment	131,212.55		26.70
Mobile & Maint. Stores	0		
Rebuilding Equipment	0		
Repairs to Buildings	0		
Sub-Total		131,846.16	26.71
Refunds to Counties FAP		2,316.05	.47
GRAND TOTAL OPERATIVE EXPENDITURES		<u>420,466.71</u>	<u>85.19</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	963.91		.20
Department Administrative	16,520.13		3.35
Preconst. Engineering	42,376.18		8.58
State Construction Supervision	10,231.99		2.07
Maintenance Supervision	2,986.32		.61
Sub-Total Overhead		73,078.53	14.81
GRAND TOTAL		<u>493,545.24</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		163,487.09	
U.S. Paid F.A. Project	103,516.35		
Co's " " "	51,685.95		
Revenue IM 31 "Net"	422,192.81		
Registered Warrants & Int.	2,282.87		
Equipment Sales	2,053.80		
Protested License Tax	2,080.51		
U.S. Oil Royalties	0		
Total Receipts to Date		583,812.29	
GRAND TOTAL		747,299.38	
Deduct Expenditures for Period		493,545.24	
BALANCE ON HAND		<u>253,754.14</u>	
State Highway Fund	205,654.79		
State Highway Trust Fund	25,119.76		
Federal Equipment Fund	22,979.59		
		<u>253,754.14</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF EXPENDITURES AND RECEIPTS JULY 1, 1927 TO JUNE 30, 1928

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	2,898,860.62		75.03
Payments on Acct. of R. of W.	128,177.90		3.32
F.A.Construction Supervision	<u>94,987.53</u>		<u>2.46</u>
Sub-Total		<u>3,122,026.05</u>	<u>80.81</u>
MAINTENANCE F.A.P.		394,108.90	10.21
<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Instruments	3,765.79		.10
Mobile & Maint.Equip.	115,972.67		3.00
" " " Stores	3,763.51		.10
Rebuilding Equipment	1,227.20		.03
Repairs to Buildings	<u>540.40</u>		<u>.01</u>
Sub-Total		<u>125,269.57</u>	<u>3.24</u>
GRAND TOTAL OPERATIVE EXPENDITURES		<u>3,641,404.52</u>	<u>94.26</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,094.50		.09
Department "	59,343.14		1.53
Preconstruction Engineering	72,482.26		1.87
State Cons. Supervision	77,717.07		2.01
Maintenance Supervision	<u>9,282.76</u>		<u>.24</u>
Sub-Total Overhead		<u>221,919.73</u>	<u>5.74</u>
GRAND TOTAL		<u>3,863,324.25</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		253,754.14	
U.S.Paid on F.A.Project	1,745,244.80		
Co's. " " " "	300,180.05		
Revenue IM 31 "Net"	1,741,795.67		
Registered Warrants & Int.	5,180.41		
Equipment Sales	850.53		
U.S.Oil Royalties	<u>35,408.88</u>		
Total Receipts to Date		<u>3,828,660.34</u>	
GRAND TOTAL		<u>4,082,414.48</u>	
Deduct Expenditures for Period		<u>3,863,324.25</u>	
BALANCE ON HAND		<u>219,090.23</u>	
State Highway Fund	197,591.78		
" " Trust Fund	169.42		
Federal Equipment Fund	<u>21,329.03</u>	<u>219,090.23</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1928 TO JUNE 30, 1929

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	3,358,620.88		74.84
Payments on Acct. of R.of W.	183,631.03		4.09
F.A.Construction Supervision	95,551.03		2.13
Signing Highways	<u>4,999.27</u>		.11
Sub-Total		<u>3,642,802.21</u>	<u>81.17</u>
MAINTENANCE ON F.A.PROJECTS		<u>525,106.15</u>	<u>11.70</u>
<u>CAPITAL OUTLAY</u>			
Engineering Equip. & Instruments	3,171.45		.07
Mobile & Maint. Equip.	60,879.49		1.36
Mobile & Maint. Stores	3,673.36		.08
Office Stores	104.50		.01
New Buildings "Shop"	2,658.78		.06
Court Bonds "Cash"	<u>6,000.00</u>		.13
Sub-Total		<u>76,487.58</u>	<u>1.71</u>
GRAND TOTAL OPERATIVE EXPENDITURES		<u>4,244,395.94</u>	<u>94.58</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,922.08		.06
Department Administrative	72,851.44		1.62
Preconstruction Engineering	78,835.43		1.76
State Construction Supervision	78,178.11		1.74
Maintenance Supervision	<u>10,631.81</u>		.24
Sub-Total		<u>243,418.87</u>	<u>5.42</u>
GRAND TOTAL		<u>4,487,814.81</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		219,090.23	
U.S.Paid on F.A.Projects	1,940,778.00		
Counties Paid on F.A.Projects	232,380.99		
Net Gasoline Tax Receipts	2,228,096.30		
U.S. Oil Royalties	22,323.82		
Miscellaneous Receipts	<u>3,225.87</u>		
Total Receipts to Date		<u>4,426,804.98</u>	
GRAND TOTAL		<u>4,645,895.21</u>	
Deduct Actual Expenditures for Period		<u>4,487,814.81</u>	
Fund Balance		<u>158,080.40</u>	
State Highway Fund	12,310.96		
State Highway Trust Fund	130,395.91		
Federal Equipment Fund	<u>15,373.53</u>	<u>158,080.40</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF EXPENDITURES FROM JULY 1, 1929 TO JUNE 30, 1930

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	4,614,501.27		72.35
Right-of-Way Payments	270,923.94		4.25
Federal Aid Construction	115,213.38		1.81
Signing Hiways	23,109.57		.36
Sub-Total		<u>5,023,748.16</u>	<u>78.77</u>
<u>MAINTENANCE</u>		758,693.45	11.90
<u>CAPITAL OUTLAY</u>			
Engineering Equip. & Instr.	5,095.94		.08
Mobile & Maintenance Equip.	216,158.79		3.39
Mobile & Maintenance Stores	4,671.98		.07
Office Stores	2,121.83		.03
New Buildings "Shop"	17,749.18		.28
Sub-Total		<u>245,797.72</u>	<u>3.85</u>
GRAND TOTAL OPERATIVE EXPENDITURES		<u>6,028,239.33</u>	<u>94.52</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,936.90		.05
Department Administrative	97,781.91		1.53
Preconstruction Engineering	127,992.49		2.00
State Construction Supervision	94,265.49		1.48
Maintenance	18,978.84		.30
Missouri River Bridge Site Charges	7,634.14		.12
Sub-Total		<u>349,589.77</u>	<u>5.48</u>
GRAND TOTAL		<u>6,377,829.10</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Balance Beginning of Period		158,080.40	
U.S. Paid Fed. Aid Projects	2,628,089.90		
Co's. " " " "	224,513.14		
Net Gas Tax Receipts	2,976,095.85		
U.S. Oil Royalties	21,222.75		
Miscellaneous Receipts	6,932.72		
Total Receipts to Date		<u>5,856,854.36</u>	
GRAND TOTAL		<u>6,014,934.76</u>	
Deduct Actual Expenditures for Period		<u>6,377,829.10</u>	
Fund "Overdraft"		362,894.34	Overdraft
State Highway Fund	1,695.47		
State Highway Trust Fund			
"Overdraft"	386,896.06*		
Federal Equipment Fund	22,306.25		
		362,894.34	Overdraft
Federal Aid Covered by Vouchers in transit, offsetting Overdraft			
400,000.00 Approx.			

*CREDIT

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF EXPENDITURES FOR JULY 1, 1930 TO JUNE 30, 1931

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	5,173,826.62		72.13
Right-of-Way Payments	375,483.58		5.23
Federal Aid Const. Supervision	138,745.00		1.93
Signing Highways	<u>14,392.37</u>		.21
Sub-Total		<u>5,702,447.57</u>	<u>79.50</u>
<u>MAINTENANCE</u>		788,560.15	10.99
<u>ELECTION REFERENDUM 35</u>		26,902.23	.37
<u>CAPTIAL OUTLAY</u>			
Engineering Equip. & Instr.	6,099.67		.09
Mobile & Maintenance Equip.	227,849.16		3.18
Mobile & Maintenance Stores	12,182.02		.17
Office Stores	<u>133.06</u>		.01
New Buildings-Shop	<u>24,209.00</u>		.33
Sub-Total		<u>270,472.91</u>	<u>3.78</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>6,788,382.86</u>	<u>94.64</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,470.65		.05
Department Administrative	106,113.20		1.48
Preconstruction Engineering	141,091.70		1.97
State Construction Supervision	113,518.64		1.58
Maintenance Supervision	18,757.64		.26
Missouri River Bridge Sites Charges	<u>1,586.21</u>		.02
Sub-Total		<u>384,538.04</u>	<u>5.36</u>
GRAND TOTAL		<u>7,172,920.90</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Fund Overdraft Beginning of Period		362,894.34 O.D.	
U.S. Paid F.A. Projects	3,375,480.46		
U.S. Paid Emergency "	787,631.42		
Co. " Fed. Aid "	<u>372,933.34</u>		
Net Gas Tax Receipts	2,978,227.88		
U.S. Oil Royalties	<u>20,265.49</u>		
Total Receipts to Date		<u>7,534,538.59</u>	
GRAND TOTAL		<u>7,171,644.25</u>	
Deduct Actual Expenditures for Period		<u>7,172,920.90</u>	
Fund Overdraft		<u>1,276.65</u> O.D.	
State Highway Fund	9,358.10		
Highway Trust Fund	265,999.45*		
Emergency Trust Fund	<u>255,364.70</u>	<u>1,276.65</u> O.D.	

*CREDIT

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF EXPENDITURES FOR JULY 1, 1931 TO JUNE 30, 1932

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	5,891,790.82		69.30
Right-of-Way Payments	245,919.22		2.89
Fed. Aid Const. Supervision	143,404.06		1.69
Signing Highways	4,939.80		.05
Sub-Total		<u>6,286,083.90</u>	<u>73.93</u>
<u>MAINTENANCE</u>		1,305,891.01	15.36
Gillis Claim (H.B. 163)		1,118.90	.02
Election Referendum 35	32,019.10		.38
Sale Exp. of & Int. on Debentures	<u>56,133.50</u>		.66
Total		<u>88,152.60</u>	<u>1.04</u>
<u>CAPITAL OUTLAY</u>			
Engineering Equip. & Outlay	1,132.17		.01
Mobile & Maintenance Equip.	329,496.72		3.87
Mobile & Maintenance Stores	14,493.52		.17
Office Stores	435.61		.01
New Buildings "Shop"	<u>63,627.29</u>		.75
Sub-Total		409,185.31	4.81
GRAND TOTAL OPERATIVE EXPENSE		<u>8,090,431.72</u>	<u>95.16</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,216.55		.04
Department Administrative	125,702.17		1.48
Preconstruction Engineering	143,589.16		1.69
State Construction Engineering	117,330.60		1.38
Maintenance Supervision	<u>22,005.08</u>		.25
Sub-Total		411,843.56	4.84
GRAND TOTAL		<u>8,502,275.28</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Fund Overdraft Beginning of Period		1,276.65	0.02
U.S. Paid Fed. Aid Projects.	3,359,553.54		
U.S. " Emergency Advance Funds	884,298.58		
County Paid Fed. Aid Projects	41,363.68		
Net Gas Tax Receipts	2,732,943.13		
U.S. Royalties	17,419.41		
Proceeds Debentures	1,500,000.00		
Miscellaneous Receipts	<u>6,787.57</u>		
Total Receipts to Date		8,542,365.91	
GRAND TOTAL		8,541,089.26	
Deduct Actual Expenditures for Period		<u>8,502,275.28</u>	
Fund Balance		38,813.98	
State Highway Fund	9,993.70		
State Highway Trust Fund	<u>28,820.28</u>	<u>38,813.98</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1932 TO JUNE 30, 1933

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	5,285,531.73		70.66
Right-of-Way Payments	390,773.77		5.23
Federal Aid Const. Supervision	313,225.27		4.19
Signing Highways	-0-		-0-
Sub-Total		<u>5,989,530.77</u>	<u>80.08</u>
<u>MAINTENANCE</u>		1,053,378.47	14.08
Bond Sale Expense & Int. Sinking Fund		67,779.50	.91
<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Outlay	1,669.39		.02
Mobile & Maintenance Equipment	53,893.35		.72
Mobile & Maintenance Stores	10,849.31		.15
Office Stores	417.56*		.01*
Buildings "Shop"	3,166.99		.04
Sub-Total		<u>69,161.48</u>	<u>.92</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>7,179,850.22</u>	<u>95.99</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,644.89		.05
Department Administrative	125,560.52		1.68
Preconstruction Engineering	97,142.06		1.30
State Const. Supervision	55,275.05		.74
Maintenance Supervision	18,381.63		.24
Sub-Total		<u>300,004.15</u>	<u>4.01</u>
GRAND TOTAL		<u>7,479,854.37</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Fund Balance Beginning of Period		38,813.98	
U.S. Paid F.A. Projects	3,211,571.04		
U.S. Paid Emergency Adv. Fds.	1,766,818.76		
Counties Paid F.A. Projects	25,305.87		
Net Gas Tax Receipts	2,578,440.27		
U.S. Oil Royalties	12,957.90		
Proceeds Debentures	-0-		
Miscellaneous Receipts	11,177.00		
Total Receipts to Date		<u>7,606,270.84</u>	
GRAND TOTAL		<u>7,645,084.82</u>	
Deduct Actual Expenditures for Period		<u>7,479,854.37</u>	
BALANCE IN FUND		<u>165,230.45</u>	
State Highway Fund	10,153.75		
Highway Trust Fund	12,929.70		
Emergency Trust Fund	<u>142,147.00</u>	<u>165,230.45</u>	

*CREDIT

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1933 TO JUNE 30, 1934

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractors	6,565,905.82		68.46
Right-of-Way Payments	282,963.94		2.95
Federal Aid Const. Supervision	<u>314,149.83</u>		<u>3.28</u>
Sub-Total		<u>7,163,019.59</u>	<u>74.69</u>
<u>MAINTENANCE</u>		1,172,796.50	12.23
Bond Sale Expense & Int. Sinking Fund		554,547.51	5.78
E.R. Gleed (HB 142)		<u>1,029.55</u>	<u>.01</u>
<u>CAPITAL OUTLAY</u>			
Engineering Equip. & Outlay	6,257.83		.07
Mobile & Maint. Equipment	303,584.07		3.17
Mobile & Maint. Stores	7,193.91		.08
Office Stores	2,445.11		.02
Buildings "Shop"	<u>4,330.30</u>		<u>.04</u>
Sub-Total		<u>323,811.22</u>	<u>3.38</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>9,215,204.37</u>	<u>96.09</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	5,025.10		.05
Department Administrative	117,981.76		1.23
Preconstruction Engineering	178,872.06		1.87
State Const. Supervision	55,438.20		.58
Maintenance	<u>18,188.24</u>		<u>.18</u>
Sub-Total		<u>375,505.36</u>	<u>3.91</u>
GRAND TOTAL		<u>9,590,709.73</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Fund Beginning of Period		165,230.45	
" " " " NRH Adv. Fd.		<u>400,000.00</u>	
U.S. Paid Federal Aid Projects	1,189,439.06		
U.S. Paid Emergency Adv. Fd.	758,252.24		
U.S. Paid NRH Projects	3,560,339.56		
Counties Paid F.A. Projects	76,591.98		
Net Gas Tax Receipts	3,080,669.47		
U.S. Oil Royalties	10,819.80		
Proceeds Debentures	3,000,000.00		
Misc. Receipts (Premiums & Int.)	<u>19,471.54</u>		
Total Receipts to Date		<u>11,695,583.65</u>	
GRAND TOTAL		<u>12,260,814.10</u>	
Deduct Actual Expenditures for Period		<u>9,590,709.73</u>	
BALANCE IN FUND		<u>2,670,104.37</u>	
Public Works Debenture Fund	967,410.00		
State Highway Fund	1,399,036.49		
Highway Trust Fund	191,768.86		
Emergency Trust Fund	80,539.35		
Trust Fund NR Highway Projects	<u>31,349.67</u>	<u>2,670,104.37</u>	

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1934 TO JUNE 30, 1935

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	6,765,261.94		64.55
Right of Way Payments	181,042.79		1.73
Federal Aid Const. Supervision	<u>338,674.41</u>		<u>3.23</u>
Sub-Total		<u>7,284,979.14</u>	<u>69.51</u>
<u>MAINTENANCE</u>		1,622,400.65	15.48
<u>INTEREST & SINKING FUND</u>		931,945.04	8.89

<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Outlay	6,825.68		.06
Mobile & Maint. Equipment	106,033.66		1.01
" " " Stores	42,508.10		.41
Office Stores	737.95*		.01*
Buildings "Shop"	66,009.98		.63
Division Shop Tools	<u>35,219.02</u>		<u>.34</u>
Sub-Total		255,858.49	2.44
GRAND TOTAL OPERATIVE EXPENSE		<u>10,095,183.32</u>	<u>96.32</u>

<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	8,160.43		.08
Department "	148,477.30		1.41
Preconstruction Engineering	146,759.41		1.40
State Construction Supervision	59,766.07		.57
Maintenance Supervision	22,385.13		.21
Tourist Traffic Survey	<u>48.09</u>		<u>.01</u>
Sub-Total		385,596.43	3.68
GRAND TOTAL		<u>10,480,779.75</u>	<u>100%</u>

<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		2,670,104.37	
U. S. Paid Federal Aid Projects	1,830,345.57		
" " " NRH	3,575,177.71		
" " " P. W. Grant	<u>323,496.03</u>		
Counties Paid Federal Aid "	4,944.45		
Net Gas Tax Receipts	3,629,228.03		
U. S. Oil Royalties	11,218.31		
Miscellaneous Receipts	<u>0.00</u>		
Total Receipts to Date		9,374,410.10	
GRAND TOTAL		<u>12,044,514.47</u>	
Deduct Expenditures		<u>10,480,779.75</u>	
BALANCE IN FUND		<u>1,563,734.72</u>	

U. S. P. W. Grant Fund			
State Highway Fund	746,208.12		
Highway Trust Fund	461,092.98		
Emergency Trust Fund	36,072.22		
Trust Fund NR Highway Projects	<u>320,361.40</u>	<u>1,563,734.72</u>	

* Credit

STATE HIGHWAY COMMISSION

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1935 TO JUNE 30, 1936

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	6,483,119.06		65.78
Right of Way Payments	326,714.69		3.31
Federal Aid Const. Supervision	338,682.08		3.44
Routing, Surveys and Plans	199,273.86		2.02
Sub-Total		<u>7,347,789.69</u>	<u>74.55</u>
<u>MAINTENANCE</u>		<u>1,532,537.78</u>	<u>15.55</u>
<u>INTEREST & SINKING FUND</u>		<u>469,195.00</u>	<u>4.76</u>
<u>STATE INSURANCE FUND</u>		<u>3,159.59</u>	<u>.03</u>
<u>CANCELLED WARRANT</u>		2.50*	.00*
<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Outlay	23,871.97		.24
Mobile & Maint. Equipment	119,531.37		1.21
" " " Stores	1,467.09*		.01*
Office Stores	3,077.37		.03
Buildings "Shop"	45,135.48		.46
Division Shop Tools	2,210.62		.02
Sub-Total		<u>192,359.72</u>	<u>1.95</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>9,545,039.28</u>	<u>96.84</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	12,035.37		.12
Department "	193,614.61		1.96
State Construction Supervision	59,767.42		.61
Maintenance Supervision	21,648.62		.22
Tourist Traffic Survey	14,115.76		.14
Helena Office Bldg. Contract, Etc.	147,870.05		1.51
Sub-Total	<u>449,051.83</u>		<u>4.56</u>
Less Cash Reserve for Office Bldg.			
Contract	<u>137,501.10</u>		<u>1.40*</u>
Sub-Total		<u>311,550.73</u>	<u>3.16</u>
GRAND TOTAL		<u>9,856,590.01</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		1,563,734.72	
U. S. Paid Federal Aid Projects	855,801.79		
" " " NRH "	4,968,633.32		
" " " P. W. Grant "	157,905.62		
Counties Paid Federal Aid "	5,100.00		
Net Gas Tax Receipts	4,049,110.31		
U. S. Oil Royalties	15,622.40		
Miscellaneous Receipts	<u>3,807.27</u>		
Total Receipts to Date		<u>10,055,980.71</u>	
GRAND TOTAL		<u>11,619,715.43</u>	
Deduct Expenditures		<u>9,856,590.01</u>	
BALANCE IN FUND		<u>1,763,125.42</u>	
U. S. P. W. Grant Fund	14,555.74		
State Highway Fund	378,336.31		
Highway Trust Fund	1,190,728.26		
Emergency Trust Fund	35,072.22		
Trust Fund NR Highway Projects	<u>144,432.89</u>	<u>1,763,125.42</u>	
* Credit	-85-		

STATE HIGHWAY COMMISSION

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1936 TO JUNE 30, 1937

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	7,104,934.46		67.26
Right of Way Payments	190,094.96		1.80
Federal Aid Const. Supervision	336,350.78		3.18
Routing, Surveys and Plans	184,079.24		1.74
Sub-Total		<u>7,815,459.44</u>	<u>73.98</u>
<u>MAINTENANCE</u>		<u>1,859,761.86</u>	<u>17.60</u>
<u>INTEREST SINKING FUND</u>		<u>349,750.00</u>	<u>3.31</u>
<u>STATE INSURANCE FUND</u>		<u>156.98</u>	<u>.01</u>
<u>CAPITAL OUTLAY</u>			
Engineering Equipment & Outlay	13,117.50		.12
Mobile & Maint. Equipment	153,370.02		1.46
" " " Stores	44.26*		.01*
Office Stores	3,252.23*		.03*
Buildings Shop	50,076.76		.47
Division Shop Tools	3,919.53		.04
Accounts Receivable	113.55		.01
Sub-Total		<u>217,300.87</u>	<u>2.06</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>10,242,429.15</u>	<u>96.96</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,937.67		.04
Department "	205,254.06		1.94
State Construction Supervision	59,356.02		.56
Maintenance Supervision	25,409.04		.24
Tourist Traffic Survey	24,151.23		.23
Helena Office Building	3,183.11		.03
Sub-Total		<u>321,291.13</u>	<u>3.04</u>
Sub-Grand Total		<u>10,563,720.28</u>	<u>100%</u>
Charges to Reserve for Helena			
Office Bldg.		137,501.10	
Grand Total Expenditures		<u>10,701,221.38</u>	
<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		1,763,125.42	
U. S. Paid Federal Aid Projects	2,043,934.88		
U. S. " NRH & WPH "	3,288,869.98		
" " " P. W. Grant "	97,598.35		
Counties Paid Federal Aid "	351.52		
Net Gas Tax Receipts	4,582,415.09		
U. S. Oil Royalties	18,248.63		
Miscellaneous Receipts	164.38		
Total Receipts to Date		<u>10,031,582.83</u>	
GRAND TOTAL		<u>11,794,708.25</u>	
Deduct Expenditures		<u>10,701,221.38</u>	
BALANCE IN FUND		<u>1,093,486.87</u>	
State Highway Fund	11,001.75		
Highway Trust Fund	886,543.10		
Emergency Trust Fund	35,072.22		
Trust Fund NR Highway Projects	160,869.80	<u>1,093,486.87</u>	

* Credit

STATE HIGHWAY COMMISSION

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1937 TO JUNE 30, 1938

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	4,161,615.18		52.96
Right of Way Payments	159,083.33		2.02
Federal Aid Const. Supervision	194,405.34		2.47
Routing, Surveys and Plans	119,128.53		1.52
Tourist Traffic Survey	27,718.55		.35
Sub-Total		<u>4,661,950.93</u>	<u>59.32</u>
<u>MAINTENANCE</u>		1,754,775.37	22.33
<u>INTEREST & SINKING FUND</u>		768,860.00	9.78
<u>CAPITAL OUTLAY</u>			
Engineering Equipment	5,565.82		.07
Mobile & Maint. Equipment	205,737.28		2.62
" " " Stores	12,965.94		.16
Office Stores	1,069.87		.01
Buildings Shop	87,580.62		1.12
Division Shop Tools	16,898.42		.22
Accounts Receivable	3,828.13		.05
Sub-Total		333,646.08	4.25
GRAND TOTAL OPERATIVE EXPENSE		<u>7,519,232.38</u>	<u>95.68</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,686.04		.03
Department "	206,608.16		2.63
State Construction Supervision	97,202.66		1.24
Maintenance Supervision	32,767.42		.42
Sub-Total		339,264.28	4.32
Grand Sub-Total		7,858,496.66	100%
Refund of NIR Advance Fund		275,000.00	
Grand Total Expenditures		<u>8,133,496.66</u>	
<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		1,093,486.87	
U. S. Paid Federal Aid Projects	2,428,572.57		
U. S. NRH & WPH	888,104.62		
Counties Paid Federal Aid	644.80		
Net Gas Tax Receipts	4,470,405.03		
U. S. Oil Royalties	15,216.95		
Miscellaneous Receipts	1,060.57		
Fire Loss Recovery	16,286.30		
Total Receipts to Date		7,820,290.84	
GRAND TOTAL		8,913,777.71	
Deduct Expenditures		8,133,496.66	
<u>BALANCE IN FUND</u>		<u>780,281.05</u>	
State Highway Fund	175,941.55		
Highway Trust Fund	530,020.76		
Emergency Trust Fund	35,072.22		
Trust Fund NR Highway Projects	39,246.52	780,281.05	

STATE HIGHWAY COMMISSION

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1938 TO JUNE 30, 1939

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	2,620,283.49		40.13
Right of Way Payments	174,523.64		2.67
Federal Aid Const. Supervision	129,666.40		1.99
Routing, Surveys & Plans	157,327.81		2.41
Tourist Traffic Survey	18,545.37		.28
Sub-Total		3,100,346.71	47.48
<u>MAINTENANCE</u>		1,926,768.72	29.51
<u>SHOPS (Undistributed)</u>		7,678.50*	.12*
<u>INTEREST & SINKING FUND</u>		964,010.00	14.76
<u>CAPITAL OUTLAY</u>			
Engineering Equipment	7,552.75		.12
Mobile & Maint. Equipment	136,116.05		2.08
Mobile & Maint. Stores	4,441.10		.07
Office Stores	517.79*		.01*
Buildings Shop	55,518.11		.85
Division Shop Tools	16,647.30		.25
Accounts Receivable	2,890.36		.05
Sub-Total		222,647.88	3.41
GRAND TOTAL OPERATIVE EXPENSE		6,206,994.81	95.04
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	3,345.38		.05
Department "	221,205.42		3.39
State Construction Supervision	64,833.20		.99
Maintenance Supervision	34,408.35		.53
Sub-Total		323,792.35	4.96
Grand Sub-Total Expenditures		6,529,887.16	100%
Refund of NIR Advance Fund		75,000.00	
GRAND TOTAL		6,604,887.16	
<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		780,281.05	
U. S. Paid Federal Aid Projects	858,079.79		
U. S. NRH, WPH & FAG Projects	849,773.34		
Counties Paid Federal Aid	0.00		
Net Gas Tax Receipts	4,464,181.95		
U. S. Oil Royalties	23,134.58		
Proceeds of Bonds, Series I	1,500,000.00		
Miscellaneous Receipts	244.49		
Fire Loss Recovery	3,000.00		
Total Receipts to Date		7,698,414.15	
GRAND TOTAL		8,478,695.20	
Deduct Expenditures		6,604,887.16	
BALANCE IN FUND		1,873,808.04	
State Highway Fund	261,980.17		
Highway Trust Fund	1,599,622.86		
Trust Fund NR Highway Projects	12,205.01		
		1,873,808.04	

* Credit

STATE HIGHWAY COMMISSION

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1939 TO JUNE 30, 1940

<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	5,670,770.49		56.95
Right of Way Payments	239,217.89		2.40
Federal Aid Const. Supervision	296,736.50		2.98
Routing, Surveys & Plans	109,448.53		1.10
Tourist Traffic Survey	16,003.22		.16
Sub-Total		<u>6,332,176.63</u>	<u>63.59</u>
<u>MAINTENANCE</u>		2,178,495.23	21.88
<u>SHOPS (Undistributed)</u>		193,420.69*	1.94*
<u>INTEREST & SINKING FUND</u>		967,122.52	9.71
<u>CAPITAL OUTLAY</u>			
Engineering Equipment	9,056.40		.09
Mobile & Maint. Equipment	191,886.18		1.93
Mobile & Maint. Stores	11,588.29*		.12*
Office Stores	1,043.85*		.01*
Buildings Shop	69,958.75		.70
Division Shop Tools	8,974.75		.09
Accounts Receivable	3,261.68*		.03*
Sub-Total		263,982.26	2.65
GRAND TOTAL OPERATIVE EXPENSE		<u>9,548,355.95</u>	<u>95.89</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,676.96		.03
Department "	223,658.43		2.25
State Construction Supervision	148,368.24		1.49
Maintenance Supervision	34,791.26		.34
Sub-Total		409,494.89	4.11
GRAND SUB-TOTAL EXPENDITURES		<u>9,957,850.84</u>	<u>100%</u>
Refund NIR Advanced Fund		50,000.00	
GRAND TOTAL EXPENDITURES		<u>10,007,850.84</u>	
<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		1,873,808.04	
U. S. Paid Federal Aid Projects	2,422,217.48		
" " NRH. WPH & FAG Projects	1,316,789.96		
Counties Paid Federal Aid	0.00		
Net Gas Tax Receipts	4,982,345.97		
U. S. Royalties	21,139.53		
Proceeds of Bonds, Series 2	1,500,000.00		
Miscellaneous Receipts	449.22		
Total Receipts to Date		<u>10,242,942.16</u>	
GRAND TOTAL		<u>12,116,750.20</u>	
Deduct Expenditures		<u>10,007,850.84</u>	
BALANCE IN FUND		<u>2,108,899.36</u>	
State Highway Fund	246,348.51		
Highway Trust Fund	1,862,550.85		
Trust Fund NR Highway Projects	0.00	<u>2,108,899.36</u>	

* Credit

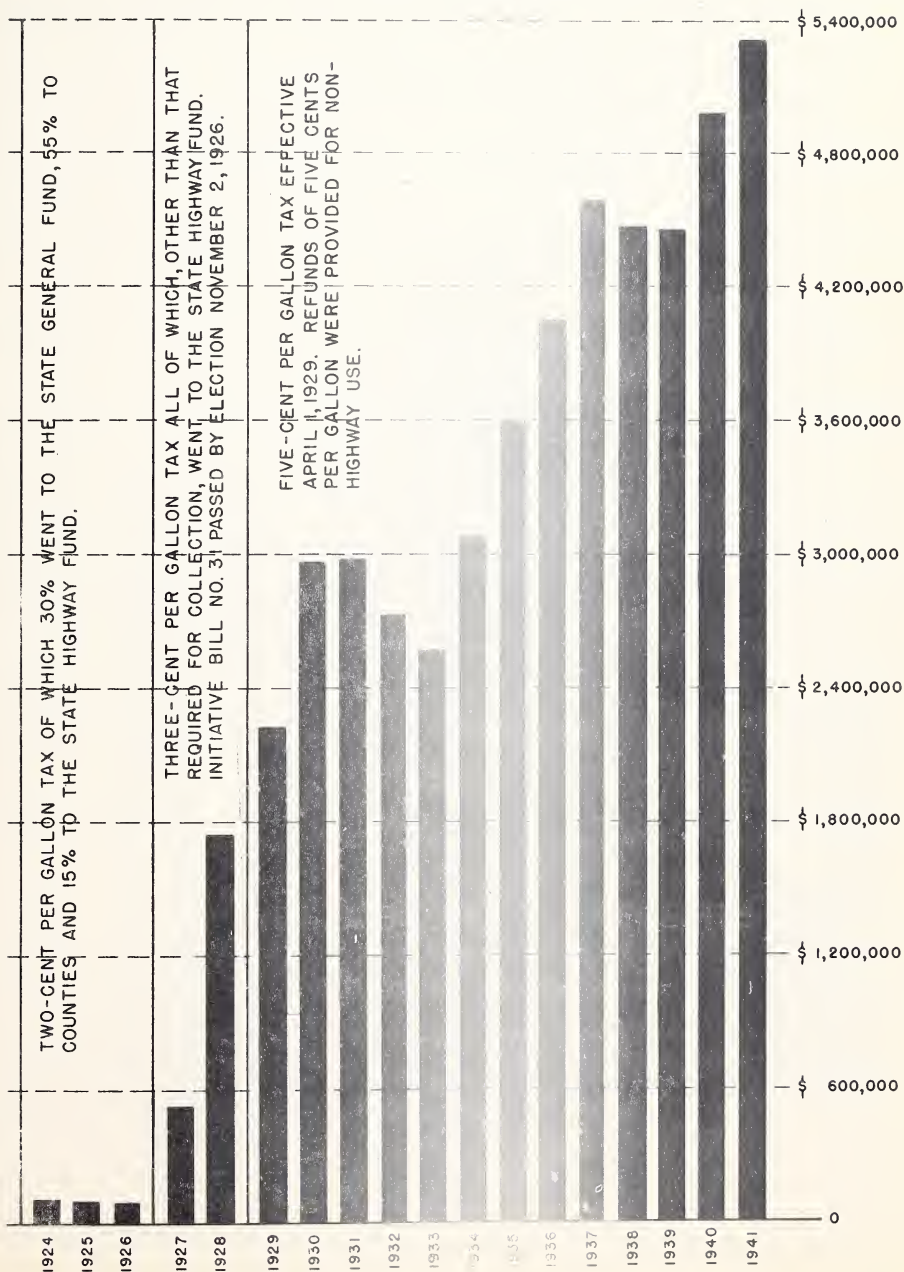
STATE HIGHWAY COMMISSION

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1940 TO JUNE 30, 1941

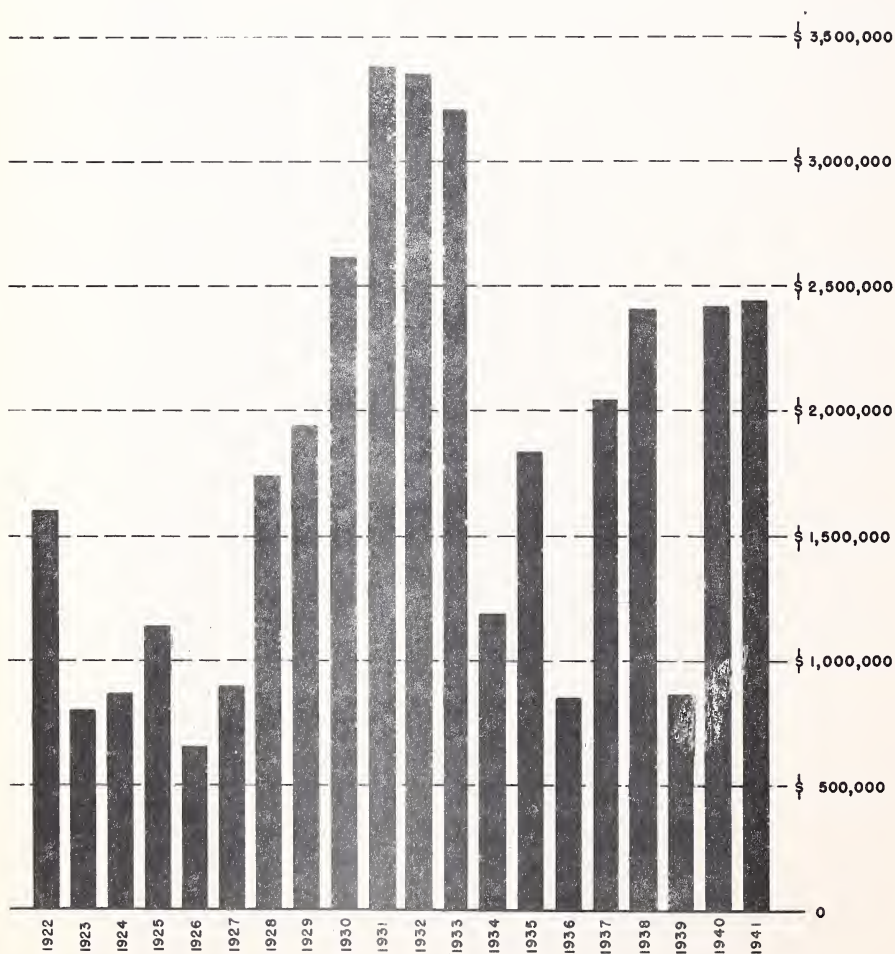
<u>OPERATIVE EXPENDITURES</u>	<u>Amount For</u> <u>Period</u>	<u>Total</u>	<u>Percentage</u>
<u>CONSTRUCTION</u>			
Payments to Contractor	5,323,273.86		58.32
Right of Way Payments	218,324.48		2.39
Federal Aid Const. Supervision	246,456.97		2.70
Routing, Surveys & Plans	136,773.98		1.50
Tourist Traffic Survey	6,939.83		.08
Sub-Total		<u>5,931,769.12</u>	<u>64.99</u>
<u>MAINTENANCE</u>		2,160,605.34	23.67
<u>SHOPS (Undistributed)</u>		192,038.02*	2.10*
<u>INTEREST & SINKING FUND</u>		500,985.00	5.49
<u>CAPITAL OUTLAY</u>			
Engineering Equipment	2,440.26		.02
Mobile & Maintenance Equipment	156,711.56		1.72
Mobile & Maintenance Stores	1,493.69		.02
Office Stores	508.23		.01
Buildings Shop	99,846.45		1.08
Division Shop Tools	8,194.54		.09
Bad Debts	2,044.97		.02
Amounts Receivable	7,235.94		.08
Fire Loss	92.55		.01
Sub-Total		278,568.19	3.05
GRAND TOTAL OPERATIVE EXPENSE		<u>8,679,889.63</u>	<u>95.10</u>
<u>OVERHEAD EXPENDITURES</u>			
Commission Administrative	2,434.40		.03
Department "	210,094.68		2.30
State Construction Supervision	201,646.60		2.21
Maintenance Supervision	33,084.49		.36
Sub-Total		447,260.17	4.90
GRAND TOTAL EXPENDITURES		<u>9,127,149.80</u>	<u>100%</u>
<u>RECEIPTS CONSOLIDATED</u>			
Funds Beginning of Period		2,108,899.36	
U. S. Paid Federal Aid Projects	2,444,097.79		
" " NRH, WPH & FAG Projects	826,102.98		
Counties Paid Federal Aid	10,000.00		
Net Gas Tax Receipts	5,322,874.26		
U. S. Oil Royalties	21,474.99		
Miscellaneous Receipts	5.70		
Total Receipts to Date		8,624,555.72	
GRAND TOTAL		10,733,455.08	
Deduct Expenditures		9,127,149.80	
BALANCE IN FUND		<u>1,606,305.28</u>	
State Highway Fund	334,966.33		
Highway Trust Fund	<u>1,271,338.95</u>	<u>1,606,305.28</u>	

* Credit

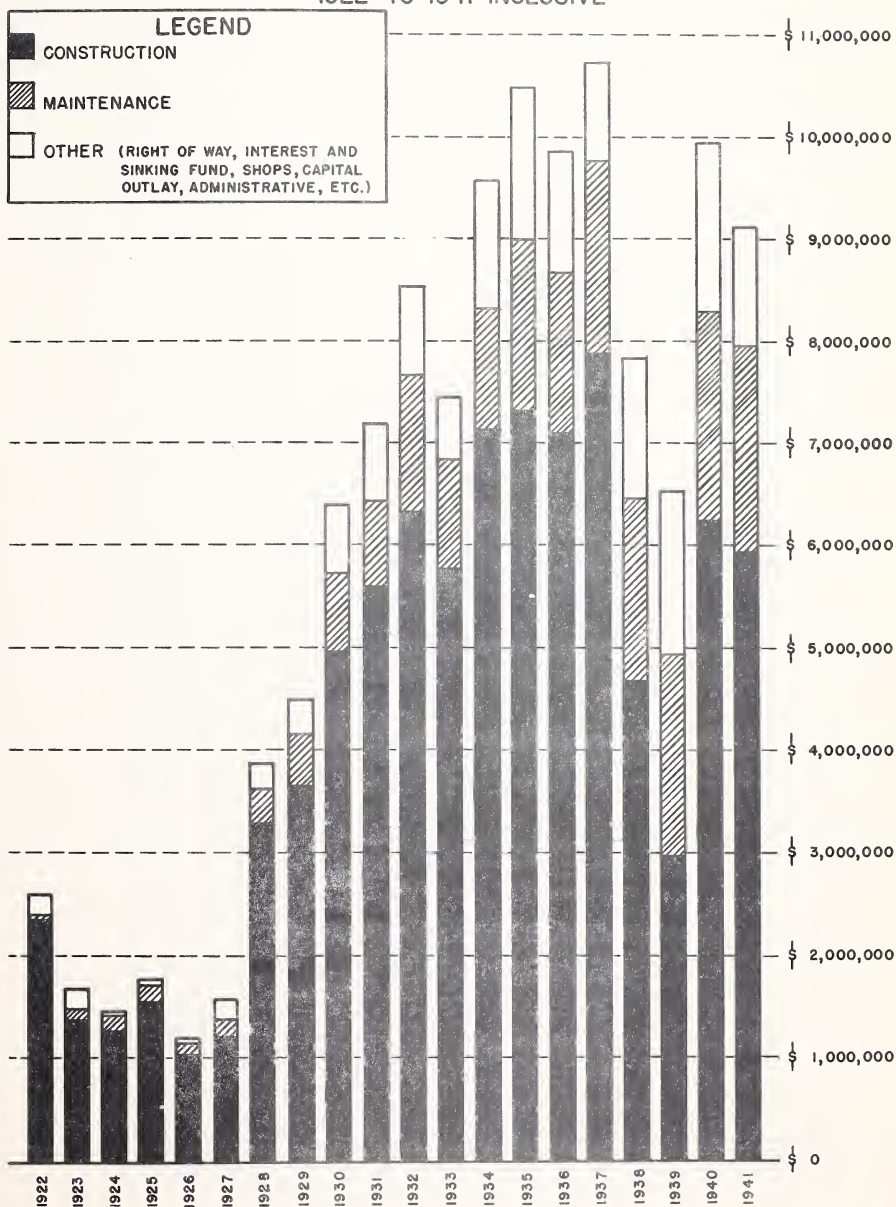
NET GASOLINE TAX RECEIPTS TO THE MONTANA HIGHWAY FUND 1924 TO 1941 INCLUSIVE



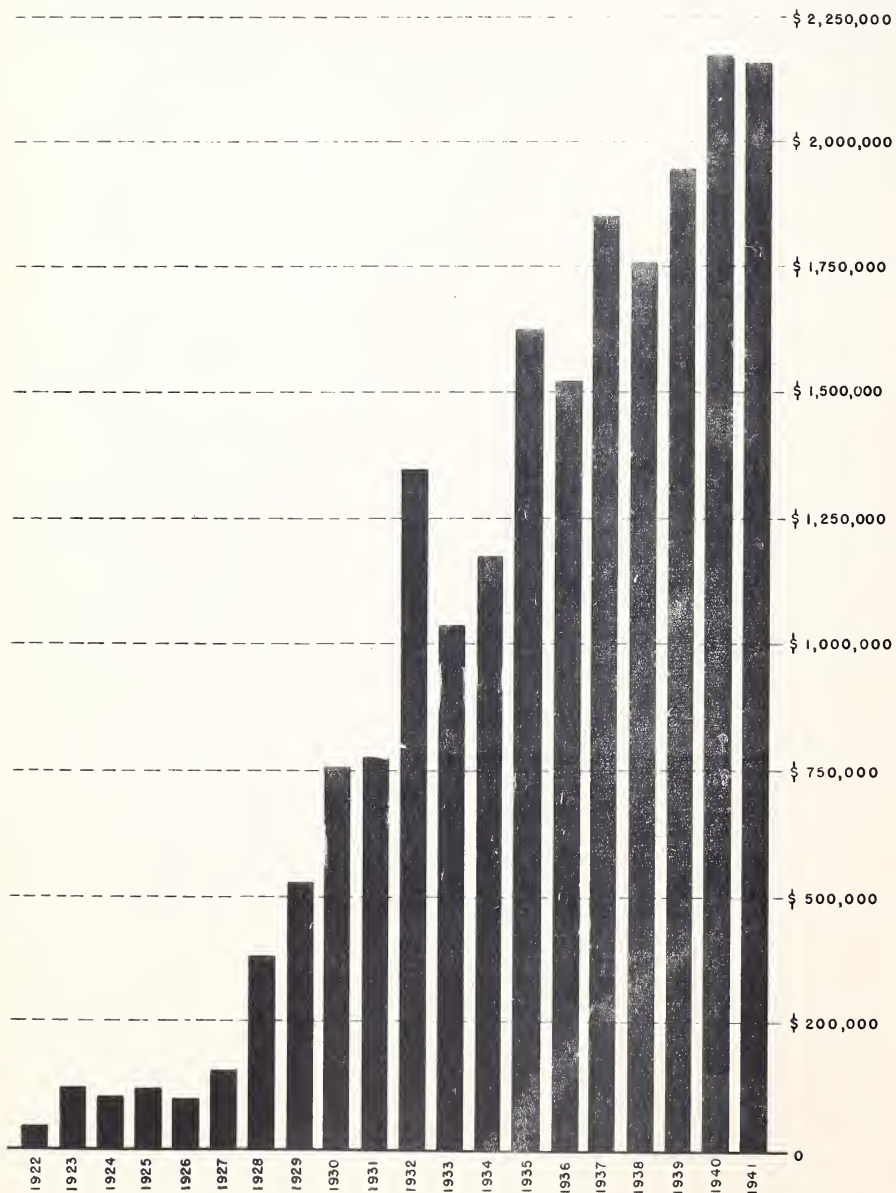
U. S. PAID FEDERAL AID PROJECT FUNDS
RECEIVED BY
MONTANA HIGHWAY DEPARTMENT
1922 TO 1941 INCLUSIVE



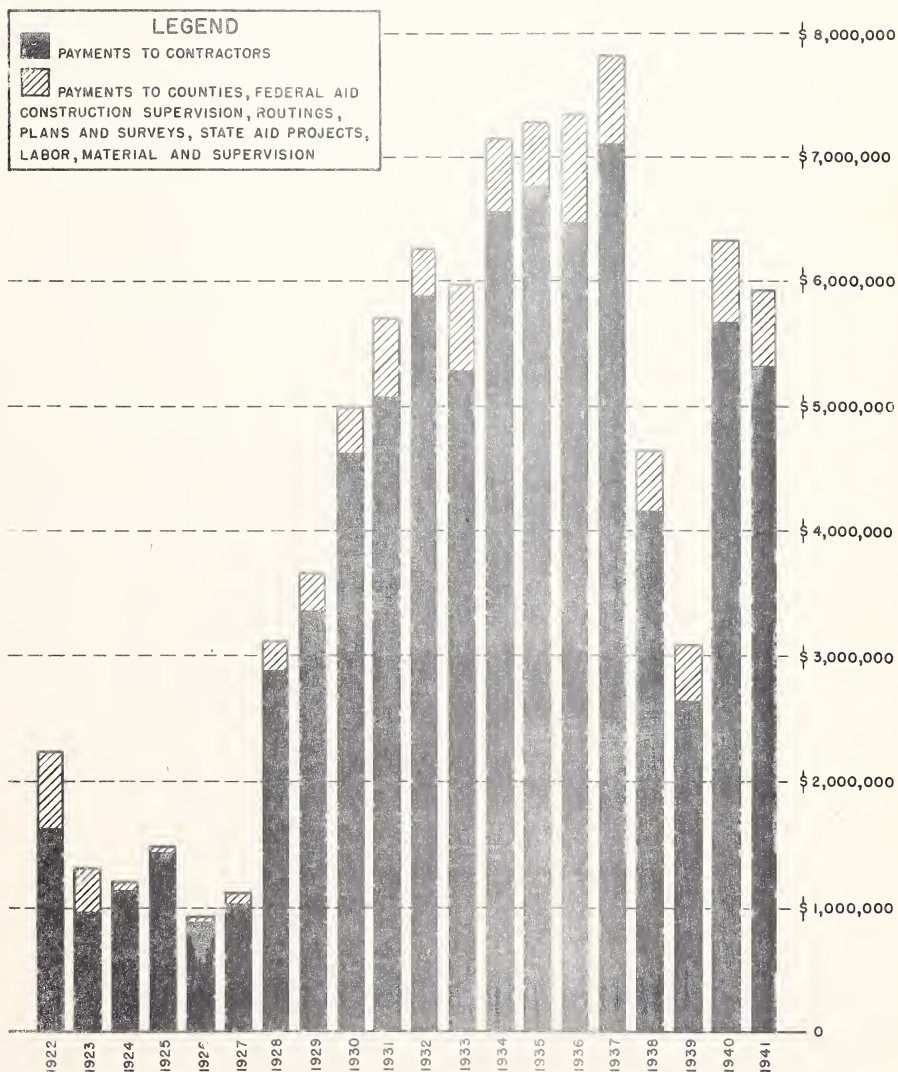
MONTANA HIGHWAY DEPARTMENT
TOTAL EXPENDITURES
1922 TO 1941 INCLUSIVE



MONTANA HIGHWAY DEPARTMENT
MAINTENANCE EXPENDITURES
1922 TO 1941 INCLUSIVE



MONTANA HIGHWAY DEPARTMENT
CONSTRUCTION EXPENDITURES
1922 TO 1941 INCLUSIVE

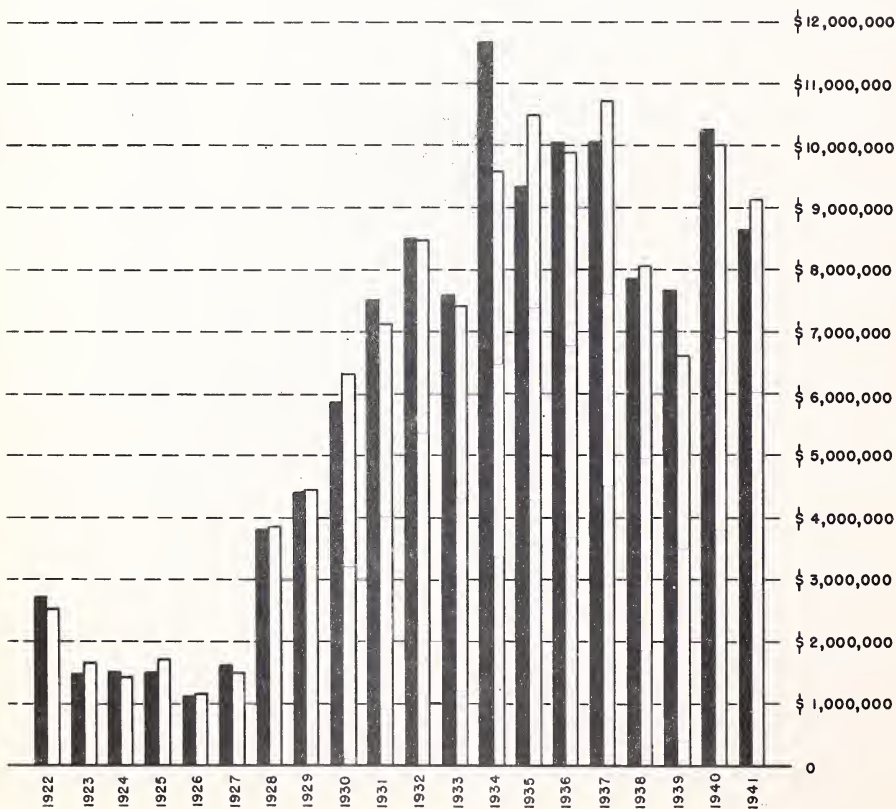
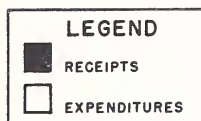


TOTAL RECEIPTS AND EXPENDITURES

BY

MONTANA HIGHWAY DEPARTMENT

1922 TO 1941 INCLUSIVE



ROAD CONSTRUCTION DEPARTMENT

The Construction Division of the Highway Department can probably be said to have come into existence on September 4, 1914 when, according to an entry in the minute book, the Highway Commission purchased its first construction equipment. This consisted of the purchase, at Butte, for \$3,700 of seven teams, "together with harness, wagons, blankets, chains, stretchers and other equipment." The outfit was then shipped by rail to Chestnut, between Bozeman and Livingston, for use by convict labor on the Bozeman hill road. It was recorded that one horse had its leg broken in the course of switching operations and had to be killed and we find the Secretary authorized to buy a replacement for \$225.

For the period of 1913 to 1916 funds were very limited and road construction activity was confined principally to the general supervision of, and the furnishing of a limited amount of equipment to, convict crews working upon State highways in cooperation with the various counties in which the work was done. During this time four miles of road were constructed in Park County, twelve miles in Sanders County, twenty-seven miles in Flathead County, about fifty miles in Powell County (mostly heavy rock work between the Continental Divide west of Helena and Gold Creek) and a considerable amount of work in Gallatin County between Chestnut and the Muir tunnel.

The signing of the Federal Aid Road Act on July 11, 1916 gave the State a million and a half dollars of Federal Aid Funds. There being still a very limited amount of State funds available, these Federal Funds were matched largely by the floating of bonds by the Counties. Surveys and plans were made and construction supervised by the Highway Department.

It might be interesting to note that the first oiled surface was constructed about this time. In 1916, Silver Bow County, finding "that it was utterly impossible to maintain its earth roads under the congested automobile traffic," let a contract to Story and Hagar for the construction of two miles of bitumen-bound macadam road of the penetration type, from the city limits on Harrison street to the Five-Mile House. The road was surfaced with a four-inch wearing surface, thirty-five feet wide, and bound with 95% asphaltum at a cost of \$5,600 per mile. Results of the work were to be watched closely by the Highway Commission with a view of obtaining a foundation upon which to base future recommendations. The experiment was presumably successful as the project is still in use and even now gives satisfactory service.

In the spring of 1918 the expanding activities of the department made a reorganization necessary and a Division of Highway Location and Construction was set up with the Assistant Chief Engineer in charge. He had general supervision of the location and construction of all highway improvements, with the district engineers responsible for all details. At this time there was also set up a Division of Bridge Design and Construction, taking this work from the Road Construction Division.

The first contract for a Federal Aid road project was awarded by The Commission on May 14, 1919 when Albert Carlson of Columbus, Montana, was given the contract for the grading and surfacing of F.A.F. 3.

a project 2.69 miles in length between Red Lodge and Bear Creek. The contract amount was \$16,511.36 and the contractor was given 165 working days in which to complete the job. The plans called for a 22 foot roadway surfaced with a 16 foot trench section of screened gravel, 7 inches thick.

Lettings followed rapidly thereafter, 98 miles of grading being let in 1919 and 563 miles in 1920. In all cases, funds to match Federal Aid were furnished by the Counties, most of the moneys being obtained from bond issues.

Standards of design and construction were rising rapidly from year to year and in 1919 the gravel surfaced road was adopted by the Commission as most nearly meeting the traffic requirements of the State and no projects of a lower standard would be approved. However, the 1915-16 biennial report of the Commission states that Yellowstone County was building 50 miles of macadam road but decided that "due to the destructive action of fast-moving traffic, construction of gravel or water-bound macadam roads can hardly be considered permanent".

At the beginning of the 1922 season, all road construction and all bridge construction and design were again placed under the Construction Engineer. This setup was continued until early in 1927 when bridge work was again separated from the Road Department, but with preconstruction being handled by the Construction Department and the Office Engineering Division reporting also to the Construction Engineer. So far as can be determined, there were no further major changes in organization until June 1, 1935, except for the creation on July 1, 1931 of two additional districts, giving district offices at Butte, Great Falls, Billings, Poplar and Missoula.

In July, 1935 a reorganization divorced the Bridge, Preconstruction and Bituminous Construction Departments from the Construction Engineer and the Construction Department. Expanding construction activities made closer and more immediate control with the field desirable and in 1936 five additional divisions--at Bozeman, Kalispell, Miles City, Havre and Lewistown--were created and the Bituminous Construction and Design Department brought back into the Construction Department. This organization has continued unchanged since that time.

MAINTENANCE DEPARTMENT

In May, 1921 the State Highway Commission created a Maintenance Department to comply with the Federal Aid Road Act of July, 1916. As there were no funds available to maintain the small mileage of roads which were then built to federal standards, the Maintenance Superintendent was instructed to contact the various counties having Federal Aid roads, selling them our goodwill and prevailing upon them to maintain such sections.

During the spring and fall of 1921 an attempt was made to promote a vigorous maintenance program on those sections of road already constructed. This was difficult to attain for the reason that the only thing the Commission had to offer the counties was supervision as to the proper

method of maintenance on the then unsurfaced or gravelled roads.

Chapter 10, Session laws of 1921, provided for State maintenance of Federal constructed highways and in February 1922, the State assumed responsibility to maintain and participate in the cost of maintenance. Due to the limited funds available the counties were prevailed upon, and in most instances agreed to contribute, 50 per cent of the cost of maintenance which was handled under the so-called "patrol system". Each patrolman was designated a section of highway to patrol, varying in length, for which he was assigned a horse-drawn grader or horse-drawn drag, which was the only known type of maintenance at this time, and was satisfactory for the proper maintenance of unsurfaced or gravelled roads.

As the State had very few or no tools, machinery or equipment, these necessities were borrowed from counties or procured wherever possible. This type of maintenance was continued from summer until about November 1, when weather conditions justified a suspension of maintenance. The patrolmen were released and such work as was deemed necessary by the counties was done at their own expense.

In 1922 \$60,000 was appropriated for maintenance to cover approximately 583 miles in 31 counties, the mileage in the various counties ranging from 1 1/2 miles in Broadwater County to a maximum of 63 miles in Yellowstone County. This \$60,000 matched with 50 per cent county money made a total authorized expenditure of \$120,000. By comparison, the approved maintenance budget for the 1941-42 fiscal year which ended June 30, 1942 was \$2,350,000 for 5,185 miles.

In the spring of 1923 it was decided that stock pile material for maintenance purposes would be provided during construction operations in order that there would be suitable material available for patching operations.

During the same period it was agreed that the Federal government would maintain all Forest Highway projects constructed by it for a period of two years after construction. After that period these highways would be maintained by the State at the State's sole expense. This practice is still in effect.

In 1925 the State Highway Shop at Deer Lodge, which was in operation to service surplus war equipment, then the only type of equipment available for use in Montana for highway purpose, was closed and the equipment at that point was either transferred to the Helena shop or disposed of to the various cities and counties and other interested parties. The shop at Helena was closed each fall in September or October as there were no funds available to continue its operations.

Initiative Measure No. 31 became effective on January 1, 1927 through enactment by the Twentieth Legislative Assembly, which gave the State the entire maintenance burden. After the enactment of this measure, it was necessary to purchase various maintenance equipment which amounted to about \$135,000 and which consisted of two crushing plants, a number of team patrols, graders and several automobiles for supervisory employees. This equipment was necessary as the old war equipment was becoming worn out or obsolete and was being disposed of to the cities and counties as rapidly

as possible. This practice continued each year as funds were available until modern equipment was procured to maintain the various types of roads and to perform the various operations incidental to proper maintenance.

Where personnel and equipment were not available to maintain the roads constructed to Federal standards, agreements were reached with the various counties or the Bureau of Public Roads that they were to maintain the constructed sections and would be reimbursed for all costs involved in this maintenance.

In the summer of 1927 the first oiling work in Montana was undertaken by State forces. This was on a section of road between Butte and Anaconda, which was located between the existing concrete pavements. Road oil first used by Montana was purchased from the Texas Company of California and the Utah Refining Company of Utah, as there were no refineries in Montana producing road oil at that time. The first oil used was natural crude which was pumped out of the ground and not refined in any manner. Shortly thereafter the Gilmore Oil Company refined a type of road oil which was used in Montana.

The original State Oiling Crew was supplemented each year until, in 1931, four complete State Oiling Crews were organized to handle oiling operations with State funds and without Federal Aid, all oiling work done by contract with Federal participation being in addition to work done by these crews.

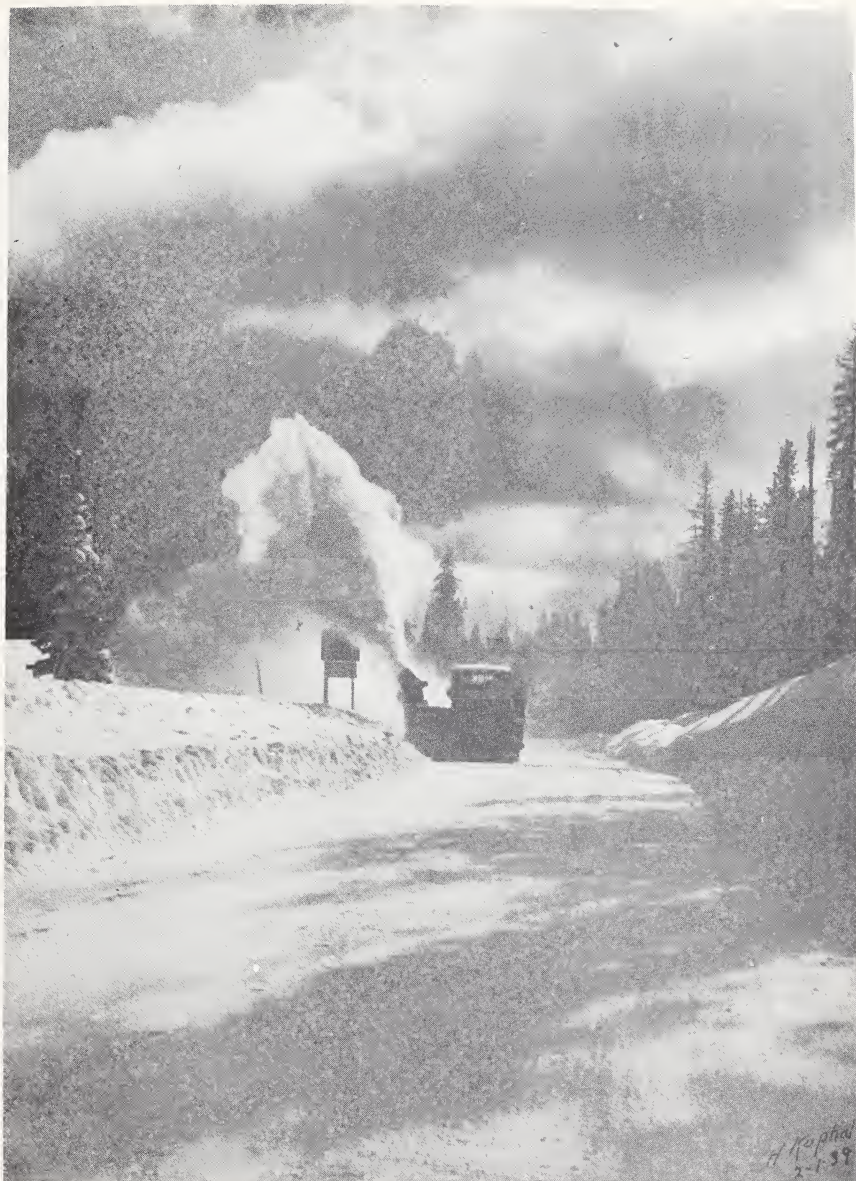
Before 1927 no snow removal operations were carried on, the roads remaining closed until such time as spring operations began and remained open only until they were snowed in.

With additional highways being constructed each year, necessitating increased maintenance and combined with the demands of the public for a higher type of maintenance, it was necessary for the fiscal year July 1, 1928 to June 30, 1929 to appropriate \$490,000 for maintenance, which included special and betterment operations. In addition to those contemplated expenditures, \$225,000 was appropriated for additional maintenance equipment, which included heavy equipment of the hard-tired motor patrol type. Authorized maintenance expenditures were increased each year as additional mileage was taken over for maintenance and as surface types changed.

In March of 1929 the Commission directed that all advertising signs or signs of similar nature be removed from the right of way on the Federal Highway System in Montana. They were to be removed by January 1, 1930 or would be removed by Highway Department forces.

The maintenance budget for the period from July 1, 1929 to June 30, 1930 was tentatively set up for \$1,047,000 and it included an item of \$40,000 for snow removal operations, these operations to be necessary only in case of emergency and to the extent of the necessary equipment and funds being available. The roads kept open at that time were adjacent to the various cities and towns where the equipment was stationed, as equipment and funds would not permit adequate snow removal operations on all constructed sections.

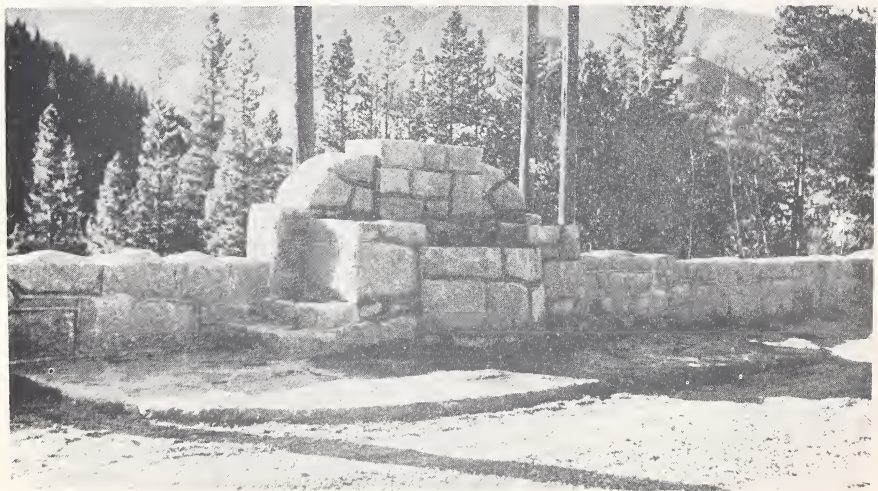
Additional funds were appropriated each year for snow removal opera-



SNOW REMOVAL IN MONTANA



A TYPICAL MAINTENANCE SECTION HOUSE



A MODERN ROADSIDE DRINKING FOUNTAIN

tions, operations being increased each year until the winter of 1936-37 when authority was received to keep main highways open continuously except, of course, where traffic did not justify the expenditure. Modern snow fighting equipment not already in use was purchased to accomplish this end, the equipment now consisting of auger plows, "V" plows with wings, one-way rigid and one-way reversible plows. Later Rotoblade plows were added to the equipment. In addition to this there is approximately 380 miles of snow fence in place during the winter months to alleviate drifting conditions.

With Montana highways crossing the Continental Divide at eight different locations, snow removal operations are varied, extending from the mountainous areas in western Montana to the prairie areas in the eastern part of the state, the snowfall on the mountain passes varying from 150 inches to a maximum of 400 inches. Snow removal practice years ago was to wait until storms were over before removal work began. Now, however, snow removal crews begin working as soon as the storm starts and continue operations until the road is entirely clear. Landing operations are also carried on when roadways are slippery.

In 1935 the first section house was completed on MacDonald Pass, between Helena and Missoula, to house men and equipment for regular maintenance work, in addition to snow fighting, thus enabling men and equipment to be stationed in storm areas, instead of "dead heading" to these points from central garages. Section houses are now constructed on practically all mountain passes as well as other storage quarters, being located at strategic points throughout the state where the necessary equipment for keeping the highways open and in the best possible condition at all times is located. In addition to one main garage at headquarters, ten district garages and one sub-district garage, quarters are established in the field for the necessary equipment, thus decentralizing the maintenance organization as much as possible.

In April of 1929 the number of divisions was increased from three to four, division 1 at Butte, 2 at Great Falls, 3 at Billings, and 4 at Poplar. The division office previously maintained at Helena was transferred to Great Falls and new divisions established at Butte and at Poplar.

With increased operations, both in construction and maintenance, it was deemed advisable that division shops should be constructed and in August, 1930 a contract was awarded for the construction of a shop and office building at Billings, to serve as division headquarters. At this same time construction of storage tanks at Great Falls and Billings to handle carloads lots of gasoline to service state equipment was authorized. This practice was continued until at the present time we have State-owned district headquarters buildings, with the necessary storage quarters, both warm and cold storage, as well as bulk gasoline and road oil storage tanks, at each of the ten district headquarters, together with gasoline distribution units for delivering gasoline from these points to field forces.

In 1933 the first traffic line striping was done in Montana.

As a public service it was also decided to mail copies of the consolidated weekly road report to all interested parties.

In 1934 the first road map for free distribution by the Department

was published, with 50,000 copies being distributed. This service has been continued ever since.

Historic markers depicting early Montana history were first erected 1935 and are in place each year, except during the winter months; with 104 of these markers now installed, the department has received numerous favorable comments.

The 5,200 miles of highways under maintenance by the Department, ranging from the prairies of eastern Montana, through the canyons and across the mountain passes of western Montana, now are maintained by a modernly equipped and well-trained organization.

BRIDGE DEPARTMENT

One of the principal duties assigned to the first Highway Commission created in this state was that of furnishing the various counties with bridge plans and specifications, and otherwise assisting them to obtain a more uniform standard of bridge construction throughout the state.

Consequently, about the first of June, 1915, a bridge department was organized and began functioning in a very modest way. Standard plans covering various spans and types of small bridges, as well as several truss bridges of assorted lengths, were turned out and furnished to the counties of the state. The law governing this engineering service pertaining to bridges was rather one-sided, as it made it mandatory that the Highway Commission furnish plans, specifications and uniform bidding schedules to any county upon its request, or check any plans submitted by the counties for strength, suitability, economical design, etc., while on the other hand it permitted a county that wished to ignore this engineering service to build any kind of a structure it desired, regardless of its load carrying capacity or fitness.

As a majority of the counties took advantage of this free engineering service, there was considerable progress made toward uniformity of design and loadings even in the first year or so. Also a considerably higher type of workmanship was obtained on most of the bridges, as competent construction supervision was provided on the larger structures, a feature which in the past had rarely occurred.

After the Federal Aid Road Act was signed on July 11, 1916, and the rules and requirements governing its application had been received from the Bureau of Public Roads, it was found necessary to revise the existing standard bridge plans somewhat in order to comply with the new requirements and certain suggested design details.

However, for several years many of the bridges built on projects constructed with Federal aid were practically the original state standards with a few modifications of some of the details. Even today there are a few of these early day Federal aid bridges of moderate size still in service on our present highway system; and, while as a general rule they are only slightly below the present standard load requirements, they are altogether too narrow for modern traffic and must be replaced as soon as possible.

From the small beginning in 1915 the Bridge Department had a fairly

uniform growth and advanced steadily until it reached its peak in 1935 and 1936 when the biggest program in its history was put over. Thereafter, due to curtailment of funds for construction, the department gradually shrunk in size until the possibility of war became so apparent during the 1941 season that many of the personnel left to enter into work which appeared to be more vital to national defense. Since the actual advent of war in December, 1941, many more of the personnel have left to either join the country's fighting forces or become allied with wartime activities. These facts, coupled with the indefiniteness of the future highway program, have caused the Bridge Department to shrink down to only a vestige of what it was six years ago, and at this time nobody can predict what the future holds in store.

ACCOUNTING SECTION

Prior to the enactment of the Federal Aid Road Act by Congress, approved July 11, 1916, the activities of the State Highway Commission were so limited that all accounting functions, with the exception of departmental approval of claims, were performed through the offices of the State Board of Examiners and the State Auditor.

The Commission did not install detailed accounting records until 1919. This was done in accordance with Chapter 170, Session Laws of the Fifteenth Legislative Assembly. Chapter 207, Session Laws of the Regular and Extraordinary Sessions of 1921, created the Highway Fund and the Highway Trust Fund and changed the fiscal accounting period to June 30 of each year. There has been no material change in the Highway Act affecting the accounting procedure since those enactments.

The duties and responsibilities of the accounting division have increased in step with expenditures of the highway department which increased from a low of \$199,000 for the fiscal year ending November 30, 1918 to a high of \$10,700,000 for the fiscal year ending June 30, 1937. Total receipts for the period April 21, 1913 to March 31, 1942 amounted to \$131,440,000; total expenditures for the same period were \$131,097,000.

The general organization duties and functions of the accounting division are as follows:

1. Accounting Section: General ledger control accounts were set up on accrual basis in 1921. These control accounts cover all functions and activities of the Commission for receipts and expenditures in connection with contracts, locations and surveys, construction engineering expense, administrative expense, right-of-way purchases, maintenance supervision, maintenance and betterments of roads, shop expenditures and maintenance, equipment and machinery purchases, stores and supplies, accounts receivable, Federal Aid receipts of various classes, gasoline tax income, and miscellaneous income. Control accounts are further sub-divided into cost accounts and are maintained for contracts, maintenance road sections within all counties, construction engineering in connection with contracts, construction and maintenance of buildings, locations and surveys.
2. Claims Section: Any and all claims covering expenditures from

the Highway Funds are checked, audited, approved for payment and passed on to the bookkeepers for entry, and etc.

3. Payroll Section: Records of all personnel employed by the Commission since 1919 are on file in this department. Payrolls are checked and extended from these records before approval and submission for payment.
4. Inventory Section: We have on file in this department an inventory for each fiscal period from 1921 to date.
5. Punch Room Section: In May 1937 the International Business Machine tabulating and punch machines were installed by the department, and for the first year were used entirely by the Planning Survey. On July 1, 1939 the accounting division worked out a plan for the use of the machines in highway accounting work. We are continually adding to their function. At the present time we are revising our procedure to facilitate handling payrolls by these machines.

In March 1942 the punch room section was transferred to the jurisdiction of the accounting division in accordance with the recommendations of the Governor's committee on reorganization and economy.

6. Purchase and Supply Section: Requisitions and purchase orders for the purchase of all supplies pass through the accounting section. Records of commitments are prepared on punch card forms and the account is handled as a memorandum account. This method gives us a fairly accurate statement of outstanding obligations from day to day, and was inaugurated at the time of installation of the punch and tabulating machines.

At the time the State Highway Department was organized there were no standard set of rules or typical outline of accounts developed for use of the Highway organization. Due to the fact that it was necessary for the Highway Department to conform to the usual controls set up by legislative enactment administered by other governmental functionaries, it was necessary that we organize our accounting records on a basis whereby we could render statements on a strictly receipt-and-expenditure basis to agree with these legislative controls and, at the same time, on an accrual basis in such a manner that the two methods would not conflict and would readily supply the accounting and cost information required by various interdepartmental offices and divisions.

OFFICE ENGINEERING SECTION

Prior to the enactment of the Federal Aid Road Act, the activities of the State Highway Commission were so limited as to preclude the necessity for various departments or subdivisions, except for the bridge department. Although the Federal Aid Road Act was enacted in 1916, due to war conditions it was not until 1919 that the Commission was fully organized to handle the increased construction work for which it was made directly responsible under the provisions of that Act. At that time provi-

sion was made for the Office Engineering Section.

The duties of the Office Engineering Section have varied somewhat from time to time due mainly to variations in the magnitude of the construction and preconstruction programs. The duties usually assigned to the section have been as follows:

1. The preparation or review and the transmittal of various documents to the Public Roads Administration and the handling of correspondence in connection therewith. This includes Project Statements, Project Programs, plans, specifications, estimates, project agreements, additional and extra work orders, summaries of completed work for reconstructed projects or projects built in several operations known as stage construction work, etc.
2. The handling of contract lettings; which includes the preparation and issuance of the notices to contractors, the proposal forms, the special contract provisions, the engineer's estimates, and the tabulating and checking of bids.
3. The preparation and transmittal to the accounting section of the estimates due contractors on work performed for the Commission as determined from quantities submitted from the field by the District Engineers.
4. The preparation of various tabulations and the completion of numerous questionnaires, the data for which is a part of the Office Engineering Section's files.

Among the changes which have been made in the duties or responsibilities of the section should be included the following:

Originally the preparation of road plans and the securing of right-of-way through county officials was handled in the District Engineer's offices. Due to the difficulty of securing uniform designs, a road design drafting department was organized as a part of the headquarters offices to prepare the road plans. This work was at first supervised directly by the Office Engineer, but as construction work expanded, a preconstruction section was created to have supervision of the preparation of plans as well as to supervise the making of surveys.

Just prior to the passage of Initiative Measure No. 31 in 1926, State Highway Commission revenue had dropped so low and so little construction was under way that the activities of the Commission had to be drastically curtailed. In line with this curtailment of activities, the functions of the Testing Section were transferred to the Office Engineering Section. When additional funds were provided for construction work, the Testing Section was reestablished as a separate unit.

When the Commission first started doing its own blue print work with an electric blue printing machine, the work was placed under the direct supervision of the Office Engineering Section and it remained there until March, 1942, when a separate Processing Section was organized to handle the blue print and other printing work in accordance with the recommendations of the Governor's Committee on Reorganization and Economy.

TESTING DIVISION

The Testing Division of the Montana State Highway Department was founded in 1919 and the laboratory was given a small space in the west wing of the State Capitol basement. Although the Testing Division has greatly expanded, its location has not changed, but instead of a small area the laboratory now occupies the entire west wing basement.

When the laboratory was first started in the Capitol, it was on more or less of a temporary basis as no thought was then given to the establishment of a permanent Testing Division in Helena. The plan was to purchase equipment and install it at Montana State College at Bozeman, where it would serve a double purpose: that of instructing students, and at the same time performing tests on Montana Highway Department samples. Tentative plans had been perfected for the appointment of a Testing Engineer, that official to take up headquarters at the State College.

In accordance with an agreement entered into with the college the Montana Highway Commission did purchase several pieces of equipment and installed them at Bozeman. This apparatus cost in the neighborhood of \$2,000 and together with equipment already owned by the College appeared to be sufficient for all needs at that time.

In the meantime a set of screens and sieves, and a shot cement testing machine were installed in the Helena laboratory, and the plan of placing the Testing Engineer at Bozeman was abandoned. The result was that for several years the only tests conducted in Helena were on cement, surfacing material and concrete aggregates. Of these, cement and fine aggregate were the only samples on which the department could conduct complete tests, partial tests on the other materials being made at Bozeman. On all other materials, samples were forwarded to the college and tests made there.

When road building began in earnest, the specification writing agencies, such as the American Society for Testing Materials and the American Association of State Highway Officials, tightened materials requirements by taking advantage of new experiments and discoveries brought to light by various testing laboratories. The Montana Highway Department Testing Laboratory stayed in line, and as former simple, routine tests became more elaborate it became necessary to purchase additional equipment.

As a result the Testing Division is now an organization fully equipped to perform any and all tests required on road and bridge materials. Where the original equipment in the laboratory was valued at dozens of dollars, the department now has testing machines costing several thousands.

While most of the equipment is absolutely modern, the shot cement testing machine is the same one that was used twenty-three years ago. That it is not obsolete is proved by the fact that all of the cement testing apparatus is regularly inspected and tested by a representative of the Bureau of Standards, Washington, D. C., and has always been approved.

While the main laboratory is in the State Capitol Building, the de-

partment also occupies a small building on the Capitol grounds in which is located a gasoline testing machine. During the oiling season the department maintains branch laboratories at Great Falls, Kalispell, Laurel and Billings, and when the amount of oil coming into Montana from Wyoming justifies, representatives are placed at refineries in that neighbor State.

Reinforcing steel, structural steel and treated bridge materials are inspected and tested by commercial laboratories, and the laboratory is equipped to test every other item required for the construction of a road or a bridge. This would include tests on road oils, gasoline, paint, tar, creosote, road signs, corrugated metal pipe, anti-freeze, road mix, all types of surfacing material, galvanized hardware, concrete aggregates, cement, concrete cylinders and soils.

The number of laboratory employees ran from a single employe in some of the early years up to a total of 42 in the 1934 season. Many of these men were seasonal, of course, and worked but a matter of weeks. The average number of workers for the past ten years is 18.

Since the laboratory was started in 1919 up to December 31, 1941 the Testing Division handled a total of 67,776 samples. The smallest sample year was 1919 when 161 samples were tested, and in 1934 the laboratory had its greatest number when 7,933 samples were received. The annual average for the past ten years is 5,535 samples. See following tabulation.

<u>Year</u>	<u>No. of Samples Tested</u>	<u>Man Years</u>
1919	161	1/6
1920	1122	4
1921	418	3-1/3
1922	401	1
1923	336	1
1924	346	1
1925	205	1
1926	358	0
1927	776	1-1/2
1928	1198	2-1/3
1929	1526	3-1/2
1930	2505	6
1931	4593	7-1/2
1932	3899	7-1/2
1933	4257	9-1/2
1934	7933	19-1/2
1935	4120	16-1/2
1936	6871	15-1/4
1937	4541	24-3/4
1938	4017	18-1/2
1939	6254	17-2/3
1940	6576	18-1/2
1941	5363	19
Total	67776	

RIGHT OF WAY DIVISION

The Right of way Division was organized under authority of the opinion of the Supreme Court of Montana in the case of State ex rel McMaster et al, Realtors, v. District Court et al, Respondents, which was handed, down October 13, 1927.

Condensed to its essence, the opinion held that the State Highway Commission was authorized to, and should, purchase and condemn necessary rights of way for the construction of state highways, and that the funds to carry on the work might be disbursed from the State Highway Fund. The decision of the court was unanimous.

At an extraordinary session of the Legislative Assembly held in 1921, an act was adopted establishing the State Highway Commission, describing its powers and duties, assenting to the Federal Aid Road Act, authorizing the State Highway Commission to cooperate with the United States Government in constructing roads and bridges, and repealing all acts in conflict therewith. Section 15 of the act, now Section 1797, Revised Codes of Montana 1935, reads in part as follows:

"The State Highway Commission shall have the power and authority to acquire by purchase, or otherwise, necessary rights of way for state highways - - - - -."

In view of the above, it would seem that the Highway Commission might have organized a right of way purchasing department six years before such organization was actually perfected, but apparently the need was not felt.

The McMaster case was the outgrowth of a request made by the Highway Commission to the county commissioners of Broadwater County to condemn certain land owned by James McMaster, et al, for a right of way to permit the construction of a section of the original FAP 77-D. The County of Broadwater, acceding to the request of the Highway Commission, endeavored to exercise the right of eminent domain by instituting a condemnation proceeding in the district court for the purpose of obtaining a right of way across the land of McMaster, whereupon, by appropriate proceedings, he presented the following question to the district court:

"Can a county of this state exercise the right of eminent domain to condemn land for use as a right of way for a portion of a state highway which has been designated as such by the State Highway Commission in conjunction with the Board of County Commissioners, and has been laid out as such by said State Highway Commission and approved by the Federal authorities as a Federal Aid project, or is such right vested exclusively in the State Highway Commission?"

The district court held that the county had the right to institute such condemnation proceedings. James McMaster, disagreeing with the opinion of the district court, then presented to the Supreme Court his application for a writ prohibiting the district court of Broadwater County, and the judge thereof, from taking further proceedings in the action and particularly from granting, making, or entering any final order of con-

demnation affecting his lands.

After the case was argued before the Supreme Court, the opinion mentioned was handed down. A writ of prohibition, as requested by McMaster, was granted, and it was necessary for the State Highway Commission, on December 3, 1927, to request the Attorney General of the State of Montana to institute condemnation proceedings in the name of the State Highway Commission in accordance with the opinion herein alluded to, with the result that the Right of Way Division was born.

As intimated herein, prior to the decision of the court in the McMaster case, the boards of county commissioners in the counties where the projects were to be constructed, were charged with securing necessary rights of way. Before the contracts would be let the county commissioners were required to certify to the Highway Commission that all rights of way were procured. The Right of Way Division has discovered, during the past fifteen years, that the required certifications were repeatedly given the Highway Commission when all the required land had not been obtained. In most counties right of way acquisitions were carried on haphazardly and many defects of title have appeared from time to time in the easements secured.

The opinion in the McMaster case was most timely. It is doubtful if highway construction work in Montana could have proceeded so rapidly during recent years if a separate division had not been established to purchase rights of way. Revelations indicate that costly delays would have been experienced under the old county-purchase system.

In October 1927, the organization and administration of the newly created division was entrusted to the Highway Commission's secretary. The Right of Way Department, as it was then called, was a separate unit of the commission. A few years later it was placed in the Preconstruction Department, and under the organization structure of February, 1942, was placed in the Administrative Service Division under the Secretary-Attorney, and called the Right of Way Acquisition Section.

In the beginning procedure had to be established in the minutest detail, and forms standardized to meet the numerous requirements of the law in passing various kind of interests in right of way to the State of Montana.

The building-up of the present right of way procedure has taken years and, dealing as it does with the general public, its problems are vastly different from those of the other departments. Its problems are those of human nature, which are incalculable. They are not solvable by mathematics. There are no given quantities. Every deal is more or less of a "horse trade". The landowner is in possession of a strategic right which the State must have and frequently even the most logical arguments and softest phrases are impotent against the greed of those who would get something for nothing.

Occasionally during the "rush" years, contracts actually would be awarded before a field agent could be sent to negotiate for the right of way, but fortunately no damage suits ever resulted, although the division was frequently placed in a most awkward position from which to launch

negotiations. Now all right of way must be secured before the contract is awarded.

Not only is the Right of Way Acquisition Section charged with the purchase of rights of way, but it has negotiated for and purchased lands for ports of entry stations, museums, campsites, departmental buildings, maintenance section houses, private roads and driveways. It does, in fact, purchase all land required by the Highway Commission for any purpose. It has purchased and sold buildings, rented buildings, leased lands for maintenance storage purposes and insured buildings purchased with right of way. The division is also the depository for all instruments affecting lands in which the State Highway Commission is interested.

From October 13, 1927, to June 30, 1941, \$3,366,905.16 was expended for all right of way purposes, except administration.

The sum of \$1,026,758.75 has been spent for 39,014 acres of land, purchased in tracts ranging in area from 0.001 of an acre to 160 acres. Considerable areas of city property also have been purchased.

More than \$1,076,000 has been paid out by the Right of Way Acquisition Section for the construction and resetting of 1,517,314 rods of fence, or a total of 4,741 miles - a distance greater than that between San Francisco and Yokohama, Japan, via the Aleutian Islands.

More than a quarter of a million dollars has been expended in condemnation awards and expenses since October, 1927.

More than two-thirds of a million dollars has been expended for various items of damage to lands traversed by highways.

About one-third of all right of way is purchased by correspondence. Negotiations have been carried with persons in almost every state in the union, and in Canada, Mexico, England, British West Indies, Scotland, Germany and Sweden.

MONTANA HIGHWAY PLANNING SURVEY

The Montana Highway Planning Survey became a reality through the passage of the Hayden-Cartwright Act which was approved June 18, 1934. This Act provided that one and one-half per cent of the year's allotment of Federal Aid to the various State Highway Departments might be matched with State funds and used to finance Statewide Highway Planning Surveys.

The importance of the highway planning movement is indicated by the fact that it is national in scope, rather than merely a local project. The acuteness of a long-felt need for facts culminating in the organization of this department was fully realized after Congress in the National Industrial Recovery Act of 1933 set aside funds for improving secondary roads, and highway officials throughout the country soon realized that very little was known of the condition, comparative use, relative importance, or even the location of these roads.

The Montana Highway Planning Survey was organized in January, 1936 as a division of the Montana Highway Department. Its general plan of organization was similar to that used in other states and consisted of a manager and four general administrative subdivisions as follows:

1. The Rural Road Inventory Survey
2. The Traffic Survey
3. The Financial Survey
4. The Road Life Survey

The type of facts assembled by each division is indicated in a general way by its name. Specific information collected by each division may be obtained by reference to the four major sections following in this report.

The Rural Road Inventory Survey

For the purpose of the road inventory survey, the rural public road system in Montana was considered to consist of all traversable roads, outside of incorporated places, that were open to the unrestricted use of the public. In order to obtain the necessary information, a compass and automobile odometer survey was made of each mile of these roads. Inventory engineers recorded the width, type and condition of all roadway surfaces; the type, dimensions and condition of all structures; the location of all rural dwellings, schools, churches and similar developments which contribute to road use; and the detailed physical characteristics of all rural railroad grade crossings. On all highways, the inventory crews determined the location and the degrees of curvature of all sharp curves; the locations and per cent of gradient of all steep grades; and the location and causes of all restrictions to road visibility which might constitute hazards to traffic. Through use of the facts produced by this survey, it was possible to define for the first time the present road facilities in the state and to some extent the need for these roads and the service rendered. The initial results of this survey may be found through reference to the road inventory tables compiled by the Planning Survey. The basic information derived from the Road Inventory Survey furnished the data necessary for compiling maps. The mapping department of the Highway Planning Survey, consisting mainly of the engineering personnel of the Road Inventory Study, has continued the initial work from year to year.

The maps which have been prepared are an outstanding achievement worthy of special mention in any discussion of Highway Planning activities. This mapping project has compiled the most complete and accurate set of highway maps of the counties and state that have ever been prepared. They have become indispensable to the workings of the highway organization and are serving an ever-increasing demand from innumerable industrial and governmental agencies other than those directly connected with roads. With the increased demands occasioned by defense activity, with the need for information by the Army on road and bridge capacities, and with the hurried activity to provide access roads and details of strategic routes, the State Highway Department would be faced with an impossible task were it not for the data which have been collected by this survey.

The Traffic Survey

The two principal purposes of the Traffic Survey were (1) to set up a program of improvement on which financial requirements may be based with reasonable accuracy; and (2) to determine the order of improvement of the various parts of the program so that the heaviest demands may first be met. In addition to these uses of the Traffic Survey for the broad planning of a highway system, there are a number of specific problems in dealing with which an exact knowledge of traffic density and characteristics is of primary value.

For some problems the data required were those which would furnish an accurate idea of the flow of traffic throughout the year. Some required details of peak traffic; others required a knowledge of winter traffic; and others of some fraction of the total traffic such as motor trucks, foreign vehicles, etc.

Obviously, it was not possible to count all traffic everywhere at a given moment nor was it possible to count traffic everywhere for a given period, such as an hour or a day. Consequently, the Traffic Survey took samples of traffic so located and so timed as to furnish adequate and sufficient data on which to base statistical computations.

In the field work of the Traffic Survey, counts were made at 108 key stations located mainly on the Federal Aid System. These counts were scheduled in such a way as to provide 7 counts in the time interval 6 A.M. to 2 P.M., 7 counts in the time interval 2 P.M. to 10 P.M. and from 3 to 4 counts in the time interval 10 P.M. to 6 A.M. The morning and afternoon counts for the same day of the week were separated by a period of six months at each station to effect a mechanical control concerning seasonal changes in the computation of averages. A sub-key circuit comprising 250 stations was established to supplement the survey along the key station circuit. These stations were located generally along those routes which serve the more populous rural areas to build up data whereby detailed information would be procured concerning farm-to-market movements and lesser commercial movements instrumental in the choice of a secondary system. The sub-key counts were scheduled to afford 2 counts during the period 6 A.M. to 2 P.M., 2 counts during the period 2 P.M. to 10 P.M. and 1 count during the period 10 P.M. to 6 A.M. at certain controlling sub-key stations. The morning and afternoon counts for the same day of the week were separated by a time period of 6 months to equalize the effect of seasonal changes in the computation of averages. A so-called "blanket" survey was organized to secure a complete and comprehensive picture of all traffic movements in rural areas. Operations were conducted at approximately 2,800 stations, a single count being made at each station during the time period 8 A.M. to 4 P.M. These data, when combined with information derived from counts made at controlling key and sub-key stations, represented the first attempt at estimating rural traffic volumes on the Land Service System in relation to traffic on the more heavily traveled routes.

A loadometer weighing circuit, co-extensive with 54 of the key stations, was established to procure information concerning the movements of commercial traffic. By use of portable scales information was secured relating to gross weights on the road, loaded and empty, wheel loads and axle loads. By methods of interview, additional information was procured treating with the situs of ownership, commodity hauled, origin and des-

tionation of trip, type of vehicle and many other features pertinent in the discussion of commercial vehicle traffic movements.

Weighing operations were conducted at pit scales at DeSmet, Nissler Junction, Rockvale, Miles City and Culbertson. During the course of these operations authentic information was procured concerning the dimensions and type of the hauling units and other features concerning the loading habits of the commercial road user.

Automatic traffic counters were placed in operation in July, 1938 at six points in the state, four on the primary system and two on important country roads leading to the primary or Federal Aid System. The number of automatic recorders has been increased to 14 and these recorders are located at strategic points throughout the state. As a consequence of the operations of these units, we have definite knowledge concerning daily and hourly patterns established by traffic over a comparatively long period of time. These counts are supplemented by manual and portable counter counts at 60 locations during scheduled intervals to afford data concerning the classification of traffic.

All these field data when reduced to tabular form provide a source of information important and necessary in the preparation of highway transport maps, traffic flow maps and profile maps showing the component vehicles in the traffic picture at large. All this information has been very valuable in setting up a Federal Aid Secondary System.

Financial Survey The three phases of the financial survey are so closely related as to be practically integral in observing the purposes and uses of the individual studies - Fiscal, Motor Vehicle Allocation, and Road Use.

The Road Use and Motor Vehicle Allocation studies were devised to implement some of the data accumulated in the Fiscal study. The Road Use study has made possible at least, a theoretical allocation of street and highway expenditure benefits to the various rural and urban population groups on the basis of the travel performed on the several systems. The Motor Vehicle Allocation study has assisted in completing the Fiscal study to the extent of providing a generally reliable statistical allocation of motor vehicle imposts to their urban and rural sources of contribution.

The original purposes of the two subsidiary financial studies (Motor Vehicle Allocation and Road Use) have been broadened to such an extent that the following uses have been made of their results, independent of the fiscal study findings:

In several states it is reported that the Motor Vehicle Allocation studies disclosed the need for improvement in the quality and limited expansion in the quantity of data obtained from the motor vehicle registrants, and in the filing or indexing of these data. To name a few, in the states of Idaho, Washington, California, Nevada, and Arizona, such improvements and expansions have been accomplished in the obtaining or reporting of data concerning the operations of motor vehicles and the contribution to highway and other governmental costs which is made by their owners or operators. In Montana, the planning survey's work with the motor vehicle records at Deer Lodge has indicated to the registrar's of-

fice the deficiencies in the reporting of registration application data by the County Treasurers. Some improvement has followed and more may be expected in this direction, to permit future ready analyses of records for determination of urban-rural sources of contribution of motor vehicle imposts.

The significance of urban-rural contributions and urban-rural segregations of road use according to systems traveled may well be realized when we consider that since the early stages of collections of registration fees and motor fuel taxes by either state or local governments, or both, a conflict has been intensified between representatives of the various groups of governmental units entrusted with the responsibility of building and maintaining rural highways and city streets. Organizations of county officials, generally regarding themselves as representatives of the farmer, have waged legislative war for the allocation to or collection by the counties of some or more highway users imposts. Similarly "Leagues of Municipalities" have striven for larger shares of these motor vehicle taxes for the use of the cities in repairing and maintaining streets and alleys. Both, because of their common objective, are aligned against the interests and the custodians of the State Highway System. Exorbitant claims have been made by these groups concerning their followings' contribution to road user tax totals and to the use made of the various rural road and city street systems. Such claims are always subject to renewal in any state and we reasonably may expect their appearance or reappearance in Montana. Possibly, according to the information at hand, some redistribution of funds or of expenditure of funds is justified. If not, the factual means of refuting claims for reallocation of funds is obtainable from planning survey studies like (a) the Fiscal, which shows what has and is being spent for highways by each and all the groups of governmental units on each and all of the systems as compared to probable future construction, maintenance and replacement needs--the latter being reflected particularly for the State Highway System through the Road Life Studies; (b) the Motor Vehicle Allocation which presents as nearly reliable data on contributions of highway user taxes by urban and rural groups as have ever been obtained; (c) the Road Use Study which indicates the distribution of travel on the various systems by the several urban and rural groups, and which could be made to produce more specific information on origin and destination of travel occurring on various routes.

On the basis of findings of and analyses in connection with Motor Vehicle Allocation study, several states have redesigned the registration fee schedule, sometimes in the interest of a justifiably large return, sometimes in the interest of a more equitable distribution of imposts to the various vehicle classes. Findings in Montana indicate that we cannot over-emphasize the necessity of continued effort in an attempt to redesign the registration fee schedule.

Road Use data has been analysed in various states to give origins and destinations, trip frequency and trip length information for the traffic of a selected route or group of routes in which special interest has arisen.

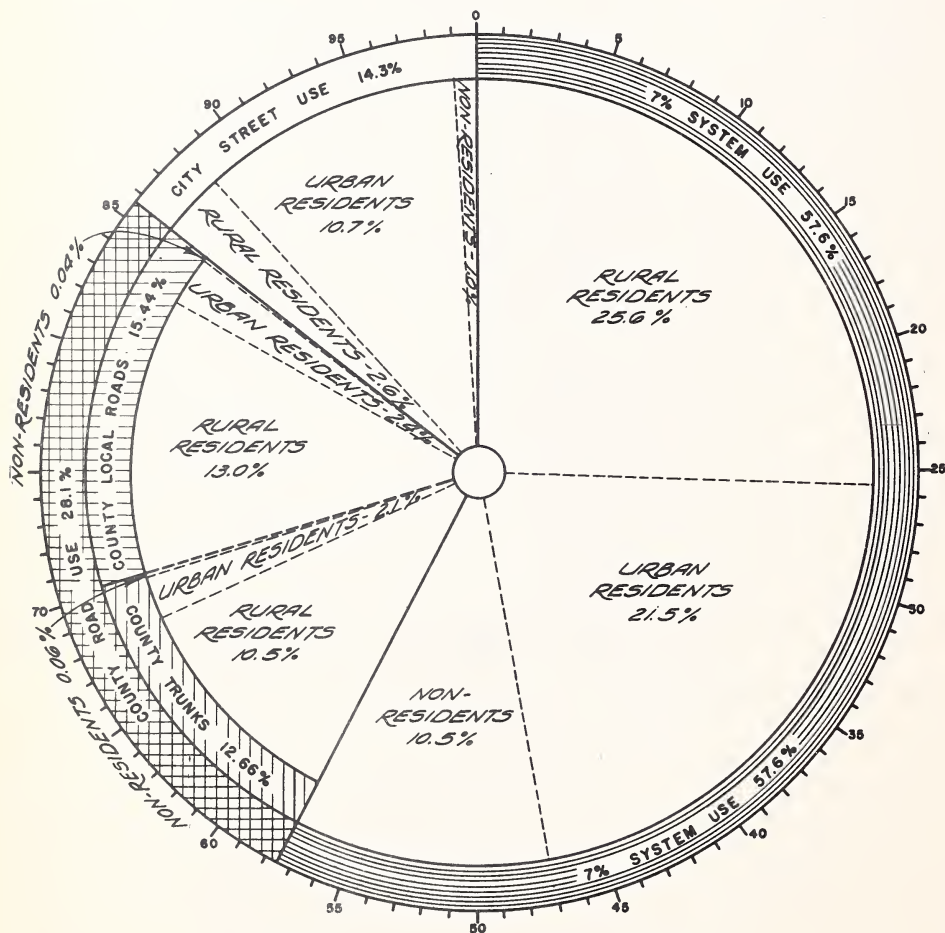
The Fiscal study itself has been mentioned in connection with the Road Use and the Motor Vehicle Allocation studies. The need for the type of information which is included in the highway portion of that study is



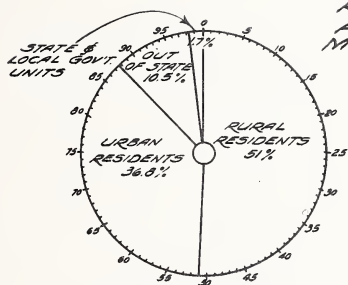
A MODERN MONTANA BRIDGE AND OVERPASS

ROAD USE

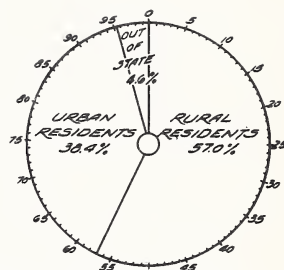
TOTAL USE OF ROADS BASED ON VEHICLE MILES RUN ON EACH SYSTEM BY URBAN, RURAL AND NON-RESIDENTS IN MONTANA



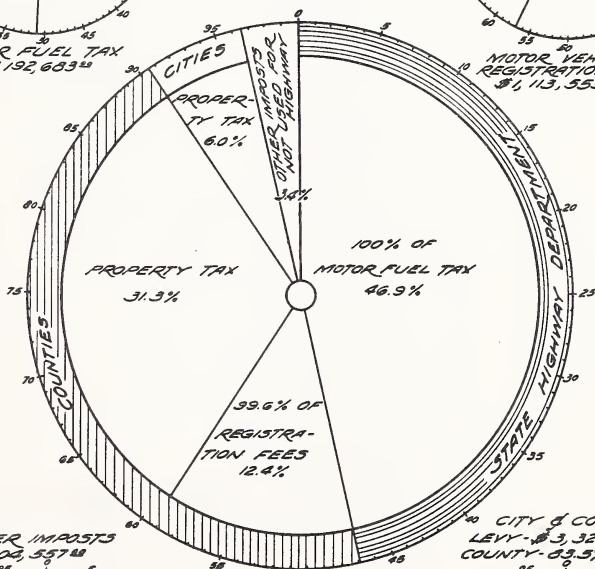
TAXES FOR ROAD PURPOSES AND IMPOSTS ON MOTOR VEHICLES 1936



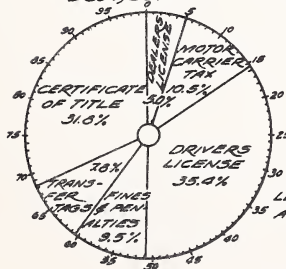
MOTOR FUEL TAX
PAID \$4,192,683.50



MOTOR VEHICLE
REGISTRATION FEES
\$1,113,555.20

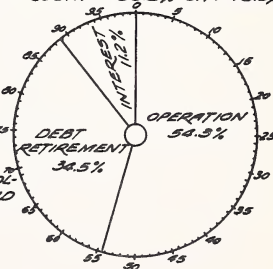


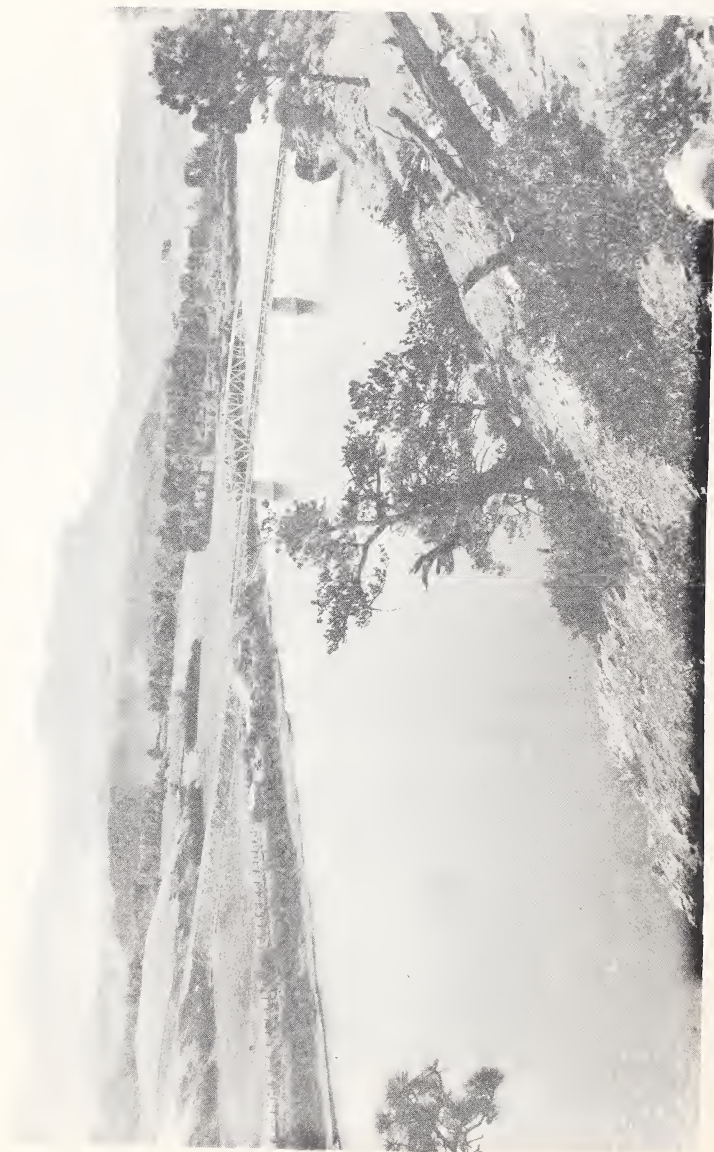
OTHER IMPOSTS
\$304,557.88



SEE CHART "OTHER
IMPOSTS" FOR FUNDS COL-
LECTED NOT USED BY ROAD
AUTHORITIES

CITY & COUNTY TAX
LEVY - \$3,327,813.20
COUNTY - 83.5% CITY - 16.5%





MISSOURI RIVER BRIDGE NEAR HELENA, MONTANA

imperative. It makes possible an evaluation of the highway system's present operations and its chances for the future. Some comparison is consistently being made by economists, legislators, government officials and by the public of highway receipts and expenditures with the receipts and expenditures for each and all of the other governmental functions. This was given as the reason for inclusion of this analysis in the suggested procedure for the study. From the strictly highway standpoint, there is need to know at all times what you are doing and what you are doing it with. The Fiscal study reports the type and source of all highway revenues and indicates the probable percentages of the various types of revenue that are being applied to the major highway expenditure classes.

The state official is readily able to ascertain the comparative amounts received and disbursed for highway purposes, not only of his own organization, but he is also made aware of the financial operations of other agencies which are charged with highway responsibilities.

County and local governmental officials, from the standpoint of state highway accounting, have been notably lax in recording receipts and expenditure of moneys for highway purposes. Through the continued study commonly referred to as the Local Fiscal Study effort and interest are being promoted in an endeavor to secure better information. This continued operation of securing fund data from year to year on all governmental units from the standpoint of highway activities, can well be appreciated when it is considered that reliable information is at hand at all times for state highway use regarding the operations of each and all governmental units. The facts are secured by personal contact and the immeasurable benefits, from the state standpoint, cannot be outlined but it is notable that the closer relationship of governmental units through this activity has proven very satisfactory and it is believed much more can be done along this line.

From the State Highway Department's standpoint certainly the financial condition, as respects roads, of the other road building agencies in the state is a matter of not only interest but concern in any plan for the department's guidance of highway policy for the state.

Road It is axiomatic that every mile added to the State
Life maintained system is a liability, because each additional mile must be maintained and eventually will need to be reconstructed. This being the case, it follows that the size of the system which can be efficiently administered is automatically limited by the amount of money available for highway purposes and that all available money must eventually be used to pay maintenance and reconstruction costs when a system attains its maximum size. If it should be assumed that the present methods of financing state highways are to be continued, the revenues likely to be available in the future can be estimated with some degree of accuracy. It is a major problem of highway administration to know the number of miles of state highway which can be maintained to acceptable standards with the money available. A reduction of available receipts or an excessive increase in the mileage of the State maintained system would put the Highway Department in a situation similar to that of a failing business--the receipts would not pay the costs.

In order to determine the cost requirements of the Montana Highway

System, the Road Life Study personnel have made an analysis of every highway construction project built by the State Highway Department since 1919. This analysis presents the following information for each type of surface: the cost per mile of original construction, the average life period and the average cost per mile for reconstruction. This information furnishes the basis for an estimate of the annual expense for every mile of each type of road construction and the anticipated expenditure per mile is essential in determining the size and nature of the State Highway System which can be adequately financed with the available revenue.

The tentative results of the Road Life Survey may be found in tables completed in 1940.

The Road Life Study by its very character is necessarily a long-range development of authentic statistics from which will accrue informative data continually being enhanced as to its authenticity in a great measure by the longevity of the survey.

In addition to the studies outlined herein, many special reports pertaining to highway problems have been prepared at the request of the Highway Department and various governmental offices. In particular, the Grade Crossing Survey deserves mention. The amount of work required in preparing and the amount of information on highway and traffic problems furnished to various offices of the United States Army has been outstanding. The Planning Survey, in addition to keeping all the original inventory, traffic, financial, etc., information up to date has become such a useful and reliable source for highway statistical data that it has gradually evolved into a statistical and fact finding organization whose worth to both the State and to the Public Roads Administration has resulted in its inclusion as a permanent section of the State Highway Department.

CONCLUSION

No attempt has been made in this history to record the detailed operations of the State Highway Department. But an effort has been made to present a condensed account of the pertinent facts regarding the accomplishments and operations of the Department and to picture the growth of the State Highway System and to produce a reference book that can be depended on for actual facts.

It can be said that in the past 30 years the Montana State Highway Department has transformed the Indian and game trails and the rutted wagon trails of the early settlers into a uniform system of improved highways. Into this effort has gone the vision and labor of thousands of citizens and the good will of all who travel within the borders of this great State, and this brief account of past accomplishments is closed with the belief that we can all look forward with complete confidence to continued efficient operation of the State Highway Department and to the continued gradual improvement of the State Highway System.

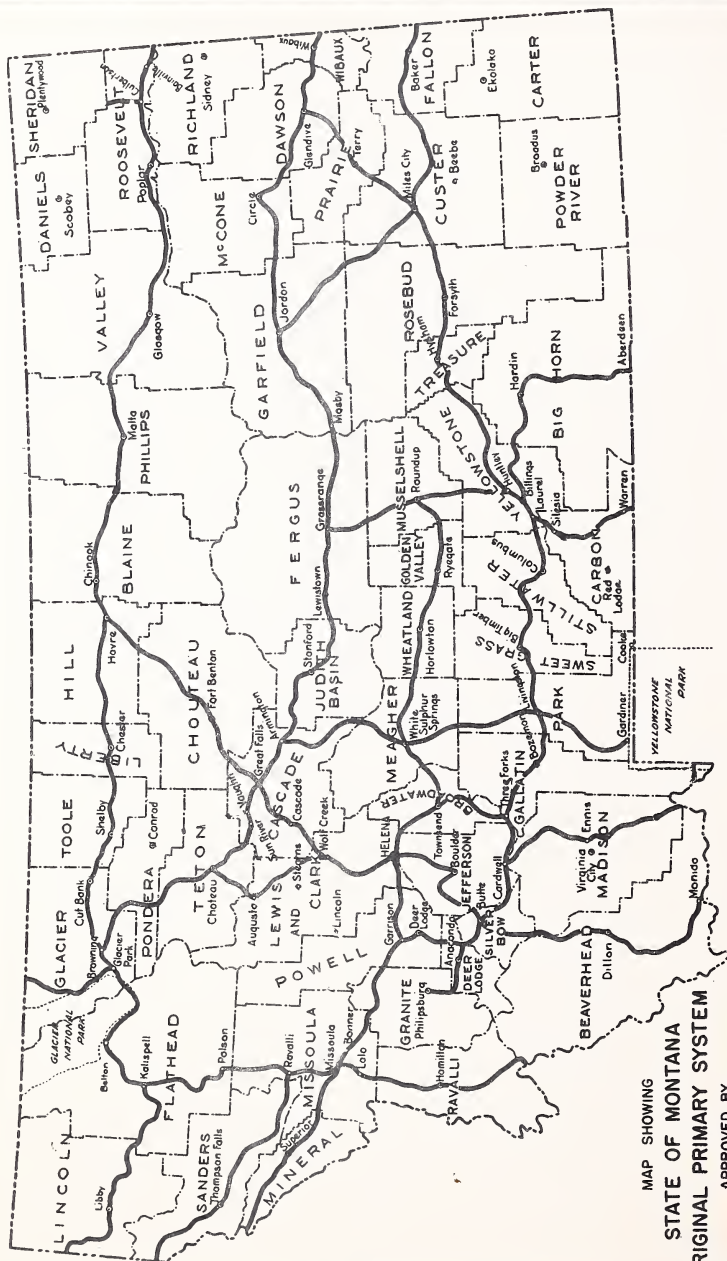
APPENDIX A

APPENDIX A

FEDERAL AID LEGISLATION

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MAP SHOWING
STATE OF MONTANA
ORIGINAL PRIMARY SYSTEM

APPROVED BY
THE SECRETARY OF AGRICULTURE
OCT. 9, 1922

NOTE: See page 54-B for map of present day system

THE FEDERAL-AID ROAD ACT

[39 STAT. 355]

An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture, in cooperation with the States, through their respective State highway departments in the construction of rural post roads; but no money apportioned under this act to any State shall be expended therein until its legislature shall have assented to the provisions of this act, except that, until the final adjournment of the first regular session of the legislature held after the passage of this act, the assent of the governor of the State shall be sufficient. The Secretary of Agriculture and the State highway department of each State shall agree upon the roads to be constructed therein and the character and method of construction. *Provided,* that all roads constructed under the provisions of this act shall be toll free.

SEC. 2. That for the purpose of this act the term "rural post road" shall be construed to mean any public road over which the United States mails now are or may hereafter be transported, excluding every street and road in a place having a population, as shown by the latest available Federal census, of two thousand five hundred or more, except that portion of any such street or road along which the houses average more than two hundred feet apart; the term "State highway department" shall be construed to include any department of another name, or commission, or official or officials, of a State or Territory, or any board, bureau, or commission, or other authority, created by a State highway department; the term "construction" shall be construed to include reconstruction and improvement of roads; "properly maintained" as used herein shall be construed to mean the making of needed repairs and the preservation of a reasonably smooth surface considering the type of the road, but shall not be held to include extraordinary repairs, nor reconstruction; necessary bridges and culverts shall be deemed parts of the respective roads covered by the provisions of this act.

SEC. 3. That for the purpose of carrying out the provisions of this act there is hereby appropriated out of the Treasury of the United States, for each fiscal year ending June thirty-first, the sum of \$10,000,000; for the fiscal year ending June thirtieth, the sum of \$5,000,000; for the fiscal year ending June thirtieth, nineteen hundred and eighteen, the sum of \$10,000,000; for the fiscal year ending June thirtieth, nineteen hundred and nineteen, the sum of \$15,000,000; for the fiscal year ending June thirtieth, nineteen hundred and twenty, the sum of \$20,000,000; and for the fiscal year ending June thirtieth, nineteen hundred and twenty-one, the sum of \$25,000,000. So much of the appropriation apportioned to any State for any fiscal year as remains unexpended at the close thereof shall be available for expenditure in that State until the close of the succeeding fiscal year, and shall not be available for expenditure in any other State which has not a State highway department shall be available for expenditure in that State until the close of the third fiscal year succeeding the close of the fiscal year for which such apportionment was made. Any amount apportioned under the provisions of this act unexpended at the end of the period during which it is available for expenditure under the terms of this section shall be reapportioned, within sixty days thereafter, to

¹ Amended by section 5 of the act approved Feb. 23, 1919, 40 Stat. 1200.



RUGGED MONTANA SCENERY

aside for said project: *Provided*, That the Secretary of Agriculture may, in his discretion, from time to time, make payments on said construction as the same progresses; but these payments, including previous payments, if any, shall not be more than the United States pro rata part of the value of the labor and materials which have been actually put into such construction; and the total amount of such payments shall not exceed the sum of \$100,000 per mile, exclusive of the cost of bridges of more than twenty feet clear span. The construction work and labor in each State shall be done in accordance with its laws and under the direct supervision of the State highway department, subject to the inspection and approval of the Secretary of Agriculture and in accordance with the rules and regulations made pursuant to this act.

The Secretary of Agriculture and the State highway department of each State may, from time to time, and at what times and in what amounts payments as work progresses, shall be made under this act. Such payments shall be made by the Secretary of the Treasury on warrants drawn by the Secretary of Agriculture, to such official, or officials, or depository, as may be designated by the State highway department and authorized under the laws of the State to receive public funds of the State or county.

Sec. 7. To maintain the roads constructed under the provisions of this act shall be the duty of the States, or their civil subdivisions, according to the laws of the several States. If at any time the Secretary of Agriculture shall find that any road in any State is in such a condition that it is necessary that it be immediately repaired, he shall give notice of such fact to the highway department of such State; and if within four months from the receipt of said notice said road has not been put in a proper condition of maintenance, then the Secretary of Agriculture shall thereafter refuse to approve any project for road construction in said State, or the civil subdivision thereof, as the fact may be, whose duty is to maintain said road, until it has been put in a condition of proper maintenance.

Sec. 8. That there is hereby appropriated and made available until expended, out of any moneys in the National Treasury not otherwise appropriated, the sum of \$100,000,000, to be expended in the fiscal year ending June thirtieth, 1916, and in each fiscal year thereafter up to and including the fiscal year ending June thirtieth, nineteen hundred and twenty-six, in all \$100,000,000, to be available June thirtieth, nineteen hundred and twenty-six, in all \$100,000,000, for the survey, construction, and maintenance of roads and trails within or only partly within the national forests when necessary for the use and development of resources upon which communities within and adjacent to the national forests are dependent: *Provided*, That the State highway department of each State shall maintain the survey, construction, and maintenance of such roads or trails upon a basis quitable to both the State, Territory, or county, and the United States: *And provided also*, That the aggregate expenditures in any State, Territory, or county shall not exceed ten per centum of the value, as determined by the Secretary of Agriculture, of the timber and forage resources which are or will be available for income upon the national forest lands within the respective county or counties wherein the roads or trails will be constructed; and the Secretary of Agriculture shall make annual report to Congress of the amounts expended hereunder. The Secretary of Agriculture may, in his discretion, enter into any cooperative agreement hereunder with the Secretary of Agriculture shall notify the Secretary of the Treasury under the amount to be expended by the United States within or adjacent to any national forest thereunder, and beginning with the next fiscal year and each fiscal year thereafter the Secretary of the Treasury shall apply from any and all revenues from such forest ten per centum thereof to reimburse the United States for expenditures made under such agreement until the whole amount advanced under such agreement shall have been returned from the receipts from such national forest. The Secretary of Agriculture may, under this act, the Secretary of Agriculture is authorized to employ such assistants, clerks, and other persons in the city of Washington and elsewhere, to be taken from the eligible lists of the Civil Service Commission, to rent buildings outside of the city of Washington, to purchase such supplies, material, equipment, office fixtures,

all the States in the same manner and on the same basis, and certified to the Secretary of the Treasury and to the State highway departments and to the governors of States having no State highway departments in the same way as if it were being apportioned under this act for the first time: *Provided*, That in States where the constitution prohibits the State from engaging in any work of internal improvements, then the amount of the appropriation under this act apportioned to any such State shall be turned over to the highway department of the State or to the governor of said State to be expended under the provisions of the laws of such State for the improvement of the State. Under the provisions of this act, the Secretary of Agriculture may, in any such State, shall appropriate or provide the proportion or share needed to be raised in order to entitle such State to its part of the appropriation apportioned under this act.

Sec. 4. That so much, not to exceed three per centum, of the appropriation for any fiscal year made by or under this act as the Secretary of Agriculture may estimate to be necessary for administering the provisions of this act shall be deducted for that purpose, available until expended. Within sixty days after the close of each fiscal year the Secretary of Agriculture shall report to Congress the amount of this act which has been expended for the purposes of this act. This act will not be needed for that purpose and apportion such part, if any, for the fiscal year then current in the same manner and on the same basis, and certify to the Secretary of the Treasury and to the State highway departments, and to the governors of States having no State highway departments, in the same way as other amounts authorized by this act to be apportioned among all the States for such current fiscal year. The Secretary of Agriculture, after making the deduction authorized by this section, shall apportion the remainder of the appropriation for each fiscal year among the several States in the following manner: (1) All the States which had the ratio of the population of each State bears to the total population of all the States, as shown by the latest available Federal census; one-third in the ratio which the mileage of rural delivery routes and star routes in each State bears to the total mileage of rural delivery routes and star routes in all the States, at the close of the next preceding fiscal year, as shown by the certificate of the Postmaster General, which he is directed to make and furnish annually to the Secretary of Agriculture.

Sec. 5. That within sixty days after the approval of this act the Secretary of Agriculture shall certify to the Secretary of the Treasury and to each State highway department the sum which he has estimated to be deducted for administering the provisions of this act and the sum which he has apportioned to each State for the fiscal year ending June thirtieth, nineteen hundred and seventeen, and on or before January twelfth next preceding the commencement of each succeeding fiscal year shall make like certificates for such fiscal year.

Sec. 6. That any State desiring to avail itself of the benefits of this act shall, by its State highway department, submit to the Secretary of Agriculture project statement setting forth proposed construction of any rural post road or roads, and the estimated cost thereof. If the Secretary of Agriculture, the State highway department shall furnish to him such surveys, plans, specifications, and estimates thereof as he may require: *Provided, however*, That the Secretary of Agriculture shall approve only such projects as may be substantial in character and the expenditure of funds hereby authorized shall be applied only to such improvements. Items included for engineering, inspection, and unforeseen contingencies shall not exceed ten per centum of the total estimated cost of the work. If the Secretary of Agriculture approve the plans, specifications, and estimates, he shall notify the State highway department and the Secretary of the Treasury of the same. The Secretary of the Treasury shall thereupon set aside the share of the United States available under this act on account of such project, which shall not exceed fifty per centum of the total estimated cost thereof. No payment of any money apportioned under this act shall be made on any project until such statement of the project, and the plans, specifications, and estimates thereof, shall have been submitted to and approved by the Secretary of Agriculture. When the Secretary of Agriculture shall find that any project so approved by him has been constructed in compliance with said plans and specifications he shall cause to be paid to the proper authority or said State the amount set

Sec. 7. That the Secretary of War be, and he is hereby, authorized in his discretion to transfer to the Secretary of Agriculture all available war material, equipment, and supplies not needed for the purposes of the War Department, but suitable for use in the improvement of highways, and that the same be distributed among the highway departments of the several States to be

Approved, July 11, 1916.

POST OFFICE APPROPRIATION ACT OF FEBRUARY 28, 1919

An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes

for the fiscal year ending June 30, 1921, the sum of \$3,000,000, available until expended by the Secretary of Agriculture in cooperation with the officers of the State, Territory, Insular possession, or county, in the survey, construction, and maintenance of roads and trails within or partly within the national forests, when necessary for the use and development of resources of the same or desirable for the proper administration, protection, and improvement of such resources, and for the sums so appropriated for the creation of any such road or trail within a national forest which he finds necessary to maintain any road or trail within a national forest, and for the sums so appropriated for the proper administration, protection, and improvement of such forest, for which in his opinion is of national importance. In the expenditure of this money for labor preference shall be given, and other conditions being equal, to honorably discharged soldiers, sailors, and marines.

The Secretary of Agriculture shall make annual report to Congress of the amounts expended hereunder.

Sec. 9. That no officer or enlisted man of the Army, Navy, or Marine Corps shall be detailed for work on the roads which come within the provisions of his act except by his own consent: *And provided further*, That the Secretary of Agriculture, through the War Department, shall ascertain the number of highways any such soldiers, sailors, and marines have worked on the public roads of several States (other than the United States) during the last calendar year, and the limits of cantonments or military reservations in the several States, and the location where they worked and their names and rank, and report to Congress at the beginning of its next regular session: *Provided further*, That whenever any officer or enlisted man in the Army, the Navy, or the Marine Corps shall have been or may be in the future detailed for labor in the building of roads or other highway construction or repair work (other than roads within the limits of cantonments or military reservations in the several States), the limits of cantonments or military reservations in the several States), equalized to conform to the compensation paid to civilian employees in the same or like employment and the amount paid to the such officers, sailors, and marines, the Secretary of Agriculture, through the War Department, shall be paid to him from the 1920 appropriation herein allotted to the States wherein such highway construction or repair work was or will be performed.

THE FEDERAL HIGHWAY ACT

AN Act To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this act may be cited as the Federal highway act.

The term "Federal aid act" means the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads."

FEDERAL LEGISLATION AND REGULATIONS

SEC. 6. That in approving projects to receive Federal aid under the provisions of this act the Secretary of Agriculture shall give preference to such projects as will expedite the completion of an adequate and connected system of highways interstate in character.

Sec. 11. That any State having complied with the provisions of this act, and desiring to avail itself of the benefits thereof, shall by its State highway department submit to the Secretary of Agriculture project statements setting forth proposed construction or reconstruction of any primary or interstate, or second-

ary or intercounty highway therein. If the Secretary of Agriculture approves the project, the State highway department shall furnish to him such surveys, plans, specifications, and estimates therefor as he may require; items included for engineering, inspection, and unforeseen contingencies shall not exceed 10 per centum of the total estimated costs of its construction.

When the Secretary of Agriculture approves a project, he shall certify the State highway department, and its estimates, to the Secretary of the Treasury. The Secretary of the Treasury shall thereupon set aside the share of the United States payable under this act on account of such projects, which shall not exceed 50 per centum of the total estimated cost thereof, except that in the case of any State containing unappropriated public lands exceeding 5 per centum of the total area of all lands in the State, the share of the United States payable under this act on account of such projects shall not exceed 50 per centum of the total estimated cost thereof, plus a percentage of such estimated cost equal to one-half the percentage of unappropriated public lands in the State. That the limitation of State bears to the total area of such State: *Provided*, That the limitation of payments not to exceed \$20,000 per mile, under existing law, which the Secretary of Agriculture may make be, and the same is hereby, increased in proportion of the increased percentage of Federal aid authorized by this section: *Provided further*, That these provisions relative to the public land States shall apply to all unobligated or unmatriculated funds appropriated by the Federal aid act and payment for approved projects upon which actual building construction work had not begun on the 30th day of June, 1921.

Sec. 12. That when the Secretary of Agriculture approves a project of a highway under the provisions of this act, he shall cause the plan of the highway or parts of highways under the provisions of this act and all contracts, plans, specifications, and estimates relating thereto, shall be undertaken by the State highway department subject to the approval of the Secretary of Agriculture. The construction and reconstruction work and labor in each State shall be done in accordance with its laws and under the direct supervision of the State highway department, subject to the inspection and approval of the Secretary of Agriculture and in accordance with the rules and regulations pursuant to this act.

Sec. 13. That when the Secretary of Agriculture shall find that any project approved by him has been constructed or reconstructed in compliance with said plans and specifications, he shall cause to be paid to the proper authorities of said State the amount set aside for said project.

That the Secretary of Agriculture may, in his discretion, from time to time, make payments on such construction or reconstruction as the work progresses, but these payments, including previous payments, if any, shall not be more than the United States pro rata part of the value of the labor and materials used in such construction or reconstruction, computed on the basis of the contract unit prices and specifications. The Secretary of Agriculture shall have authority to make such payments on such construction or reconstruction on a monthly basis, and in what amounts payments of each State may jointly determine at what time and in what amounts payments as work progresses shall be made under this act.

Such payments shall be made by the Secretary of the Treasury, on warrants drawn by the Secretary of Agriculture, to such official or officials or depository as may be designated by the State highway department and authorized by the Secretary of the Treasury to receive public funds of the State, within its boundaries after construction or reconstruction under the provisions of this act, the Secretary of Agriculture shall then serve notice upon the State highway department of that fact, and if within ninety days after receipt of such notice said highway has not been placed in proper condition of maintenance, the Secretary of Agriculture shall proceed immediately to have such highway placed in a proper condition of maintenance and charge the cost thereof against the project in such State.

Upon the reimbursement by the State of the amount expended by the Federal Government for such maintenance, said amount shall be paid into the Federal highway fund for reappropriation among all the States for the construction of roads under this act, and the Secretary of Agriculture shall then approve further projects submitted by the State as in this act provided.

Whenever it shall become necessary for the Secretary of Agriculture under the provisions of this act to place any highway in a proper condition of main-

nance the Secretary of Agriculture shall contract with some responsible party or parties for doing such work: *Provided, however*, That in case he is not able to secure a satisfactory contract he may purchase, lease, hire, or otherwise obtain all necessary supplies, equipment, and labor, and may operate and maintain such motor and other equipment and vehicles as may be required in the performance of his duties and other functions.

Sec. 15. That within two years after this act takes effect the Secretary of Agriculture shall prepare, publish, and distribute a map showing the highways and forest roads that have been selected and approved as a part of the primary or interstate, and the secondary or intercounty systems, and at least annually thereafter shall publish supplementary maps showing his program and the progress made in selection, construction, and reconstruction, the United States is hereby authorized to make the consent of the Secretary of the Treasury, the Secretary of the Interior, the Secretary of the War, the Secretary of the Navy, the Secretary of the State, and the Secretary of the Department of any State any part of its right of way or other property in that State acquired by grant from the United States.

Sec. 17. That if the Secretary of Agriculture determines that any part of the public lands or reservations of the United States is reasonably necessary for the right of way of any highway or forest road or as a source of materials for the construction or maintenance of any such highway or forest road adjacent to such lands or reservations, the Secretary of Agriculture shall cause to be made a map showing the lands or reservations of the United States and land or reservation a map showing the portion of such lands or reservations which it is desired to appropriate.

If within a period of four months after such filing the said Secretary shall not have certified to the Secretary of Agriculture that the proposed appropriation of such land or material is contrary to the public interest or inconsistent with the purposes for which such land or materials have been reserved, or shall have agreed to the appropriation and transfer under conditions which he deems proper, the Secretary of Agriculture shall cause to be made a map showing the lands or reservations of the United States and land or reservation a map showing the portion of such lands or reservations which it is desired to appropriate.

If at any time the need for any such lands or materials for such purposes shall no longer exist, notice of the fact shall be given by the State highway department to the Secretary of Agriculture, and such lands or materials shall immediately revert to the control of the Secretary of the department from which they had been appropriated. Agriculture shall prescribe and promulgate all official rules and regulations for the carrying out of the provisions of this act, including such recommendations to the Congress and the State highway departments as he may deem necessary for preserving and protecting the highways and insuring the safety of traffic thereon.

Sec. 19. That on or before the first Monday in December of each year the Secretary of Agriculture shall make a report to Congress, which shall include a detailed statement of the work done, the status of each project undertaken, the status of the highways, the status of the construction and reconstruction work, the traveling and the preceding fiscal year under this act, an itemized statement of the traveling and other expenses, including a list of employees, their duties, salaries, and traveling expenses, if any, and his recommendations, if any, for new legislation amending or supplementing this act. The Secretary of Agriculture shall also make such special reports as Congress may request.

Sec. 20. That for the purpose of carrying out the provisions of this act there is hereby appropriated out of the moneys in the Treasury not otherwise appropriated, for the fiscal year ending June 30, 1922, the sum of \$50,000,000, of which shall become immediately available, and \$50,000,000 of which shall become available January 1, 1922.

Sec. 21. That so much, not to exceed 2½ per centum, of all moneys hereby or hereafter appropriated for expenditure under the provisions of this act, as the Secretary of Agriculture may deem necessary for administering the provisions of this act and for carrying on necessary highway research and investigation studies independently or in cooperation with the State highway departments and other research agencies, shall be available for the purpose of making such studies and investigations.

Within sixty days after the close of each fiscal year the Secretary of Agriculture shall determine what part, if any, of the sums theretofore deducted for such purposes will not be needed and apportion such part, if any, for the fiscal year then current in the same manner and on the same basis as are other

to be appropriated for forest roads and trails, out of any money in the Treasury not otherwise appropriated, the following additional amounts shall be available until expended, in accordance with the following provisions of said section 23:

The sum of \$6,500,000 for the fiscal year ending June 30, 1924.

Par. 3. For the purposes of this section and of the acts heretofore making appropriations to aid the States in the construction of rural post roads the term "bridges" includes railroad grade separations, whether by means of overpasses or underpasses.

Par. 4. The provision section 5 of the act entitled "An act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, fixing the limitation of \$20,000 per mile which the Secretary of Agriculture may make, is hereby amended to read as follows:

"That the payments which the Secretary of Agriculture may make from sums appropriated under this act or any act amendatory thereof or supplementary thereto, for the fiscal year ending June 30, 1923, shall not exceed \$16,250 per mile exclusive of the cost of bridges, and for the fiscal year ending June 30, 1924, shall not exceed \$16,250 per mile exclusive of the cost of bridges, and for the fiscal year ending June 30, 1925, shall not exceed \$15,000 per mile, exclusive of the cost of bridges of more than twenty feet of clear span. *Provided*, That the limitation of payments herein provided shall apply to the public-land States, except that the same is hereby increased in proportion to the increased percentage of Federal aid authorized by section 1 of this act, and shall not be construed to amend the act entitled "An act to provide for the construction of rural post roads, and for other purposes," approved November 9, 1921."

Par. 5. Section 24 of the act entitled "An act to amend the act entitled 'An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,'" approved November 9, 1921, is amended to read as follows: "That in any State where the existing constitution or laws will not permit the State to provide revenues for the construction, repair, or improvement of the highways, the Secretary of Agriculture shall continue to approve projects for said highways, and the Secretary of the Interior, if he shall find that said State has complied with the provisions of this act in so far as its existing constitution and laws will permit."

Par. 6. If any officer, agent, or employee of the United States, or any officer, agent, or employee of any State or Territory, or any person, association, firm, or corporation, or any officer or agent of any person, association, firm, or corporation shall knowingly make any false statement, false representation, or false claim for the quantity or quality, quantity, or cost of the material used or to be used, or the quantity or quality, quantity, or cost of the material, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction of any project submitted for approval to the Secretary of Agriculture under the provisions of the Federal highway act, or shall knowingly make any false statement, false representation, or false report or claim for work or materials for the construction of any project approved by the Secretary of Agriculture under said Federal highway act and all amendments thereto, or shall knowingly make any false statement or false representation in any report submitted to the Secretary of Agriculture under said act or acts supplementary thereto with the intent to defraud the United States, shall, upon conviction thereof, be punished by imprisonment not to exceed five years or by a fine not to exceed \$10,000, or by both fine and imprisonment within said limits.

Par. 7. If any provision of this section, or the application thereof to any person or circumstances, shall be held invalid, the validity of the remainder of this section shall not be affected thereby.

Par. 8. All acts or parts of acts in any way inconsistent with the provisions of this section are hereby repealed.

Approved, June 10, 1923.

DEFICIENCY APPROPRIATION ACT OF JANUARY 22, 1923

[42 STAT. 1157]

An Act Making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1923, and prior fiscal years, to provide supplemental appropriations for the fiscal year ending June 30, 1923, and for other purposes

COOPERATIVE CONSTRUCTION OF RURAL POST ROADS

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of such act as amended, \$25,000,000, to remain available until expended, being part of the sum of \$50,000,000 authorized to be appropriated for the fiscal year ending June 30, 1923, by paragraph 1 of section 4 of the act approved June 19, 1922, by the Post Office Department for the fiscal year 1923, approved June 19, 1922, by the Secretary of Agriculture shall act upon projects submitted to him under his authority, and shall authorize an authorization of \$50,000,000, and his approval of any such project within three years shall be deemed a contractual obligation of the Federal Government for the payment of its proportional contribution thereto: *Provided*, That the appropriations heretofore and hereafter made for the purpose of carrying out the provisions of such act of July 11, 1916, and the acts amendatory thereof and supplementary thereto shall be considered available for the purpose of discharging the obligations created by the approval of projects.

Approved, January 22, 1923.

AGRICULTURAL APPROPRIATION ACT OF FEBRUARY 26, 1923

[42 STAT. 1321]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1924, and for other purposes

SPECIAL ITEMS

Forest roads and trails: For carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, \$3,000,000, to be available until expended, being part of the sum of \$6,500,000 authorized to be expended for the fiscal year ending June 30, 1924, by paragraph 2 of section 4 of the act making appropriations for the Department of Agriculture for the fiscal year 1923, approved June 19, 1922: *Provided*, That the Secretary of Agriculture is hereby authorized, immediately upon the approval of the project, also to apportion and invoice among the several States, Alaska, and Porto Rico, as provided in section 23 of said Federal highway act, the sum of \$3,000,000, constituting the remainder of the said authorization of \$6,500,000: *Provided further*, That the Secretary of Agriculture may incur obligations, and enter into contracts under his appropriation and shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof: *Provided further*, That the appropriations heretofore and hereafter made for the purpose of carrying out the provisions of section 8 of the act of July 11, 1916, and of section 23 of the Federal highway act of November 9, 1921, and acts amendatory thereof and supplemental thereto, shall be considered available for the purpose of discharging the obligations created by the approval of any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized appropriation.

134475—33—2

Cooperative construction of rural post roads: For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act as amended, \$25,300,000, to be available until expended, being part of the sum of \$85,000,000 authorized to be appropriated for the fiscal year ending June 30, 1924, by paragraph 1 of section 4 of the act making appropriations for the fiscal year 1924, approved June 10, 1922: *Provided*, That the Secretary of Agriculture is hereby authorized, immediately upon the passage of this act, to appropriate out of the sum of \$85,000,000 authorized by the Federal highway act approved November 9, 1921, the sum of \$65,000,000 to be appropriated for the fiscal year ending June 30, 1924, by said paragraph 1 of section 4 of the act approved June 10, 1922: *Provided further*, That the Secretary of Agriculture shall act upon projects submitted to him under his apportionment of this authorization, and his approval of any such project within three years shall be deemed a contractual obligation of the Federal Government for the payment of its proportional contribution thereon.

Total, Department of Agriculture, \$69,536,653.

Approved, February 26, 1923.

ACT EXTENDING FEDERAL AID TO HAWAII

[43 STAT. 17]

An Act to extend the provisions of certain laws to the Territory of Hawaii

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That beginning with the fiscal year ending June 30, 1925, the Territory of Hawaii shall be entitled to share in appropriations now or which may hereafter become available for apportionment under the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, known as the Federal highway act, and any act amendatory thereof or supplementary thereto, upon the same terms and conditions as any of the several States, and such Territory shall be included in the sum of \$85,000,000 authorized by the Federal highway act, *Provided*, That in apportioning road projects in such Territory to receive Federal aid, the Secretary of Agriculture shall give preference to such projects as will expedite the completion of an adequate system of highways for the national defense or which will connect seaports with units of the national parks.

Approved, March 10, 1924.

AGRICULTURAL APPROPRIATION ACT OF JUNE 5, 1924

[43 STAT. 460]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1925, and for other purposes

SPECIAL ITEMS

Forest roads and trails: For carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, \$6,000,000, to be available until expended, being the remainder of the sum of \$6,500,000 authorized to be appropriated for the fiscal year ending June 30, 1924, and part of the

sum authorized to be appropriated for the fiscal year ending June 30, 1925, by paragraph 2 of section 4 of the act making appropriations for the Post Office Department for the fiscal year 1923, approved June 19, 1922: *Provided*, That the Secretary of Agriculture is hereby authorized, immediately upon the approval of this act, also to apportion and provide among the several States, Alaska, and Porto Rico, as provided in section 23 of said Federal highway act, the sum of \$4,000,000, constituting the remainder of the sum authorized to be appropriated for the fiscal year ending June 30, 1925: *Provided further*, That the Secretary of Agriculture is hereby authorized, upon the passage of this act, to enter into contracts under his apportionment providing for this project, and this action in so doing shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof: *Provided further*, That the appropriations heretofore, herein, and hereafter made for the purpose of carrying out the provisions of section 8 of the act of July 11, 1916, and of section 23 of the Federal highway act of November 9, 1921, and all acts amendatory thereof and supplemental thereto, shall be considered available for the purpose of discharging the obligations created hereunder in any State or Territory shall at no time exceed its authorized apportionment.

Cooperative construction of the Federal aid highway system: For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act as amended, \$15,000,000, to be available until expended, being part of the sum of \$85,000,000 authorized to be appropriated for the fiscal year ending June 30, 1925, by paragraph 1 of section 4 of the act making appropriations for the Post Office Department for the fiscal year 1923, approved June 19, 1922: *Provided*, That the Secretary of Agriculture is hereby authorized, immediately upon the passage of this act, to apportion among the several States, as provided in section 21 of the Federal highway act, approved November 9, 1921, the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1925, by said paragraph 1 of section 4 of the act approved June 19, 1922: *Provided further*, That the Secretary of Agriculture shall act upon projects submitted to him under his apportionment of this authorization, and his approval of any such project within three years shall be deemed a contractual obligation of the Federal Government for the payment of its proportional contribution thereon.

Total, Department of Agriculture, \$68,575,274.

Approved, June 5, 1924.

ACT AUTHORIZING MAINTENANCE OF GALLUP-DURANGO HIGHWAY

[43 STAT. 606]

An Act Authorizing annual appropriations for the maintenance of that portion of Gallup-Durango Highway across the Navajo Indian Reservation and providing reimbursement therefor

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated annually, out of any money in the Treasury not otherwise appropriated, the sum of \$20,000 or so much thereof as may be necessary for the maintenance of that portion of the Gallup-Durango Highway from Gallup, New Mexico, to Shiprock, New Mexico, across the Navajo Indian Reservation, reimbursable from the tribal funds of the Indians of said reservation: *Provided*, That Indian labor shall be employed as far as practicable: *Provided further*, That if no funds are available, no expenditure shall be made.

Approved, June 7, 1924.

AGRICULTURAL APPROPRIATION ACT OF FEBRUARY 10, 1925

[43 STAT. 852.]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1926, and for other purposes

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FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, \$4,000,000 to remain available until expended, and of which amount not to exceed \$3,000 may be expended for departmental personal services in the District of Columbia, being the remainder of the sum of \$85,000,000 authorized to be appropriated for the fiscal year ending June 30, 1925, by paragraph 2 of section 4 of the act making appropriations for the Post Office Department for the fiscal year 1925, approved June 19, 1922: *Provided*, That any appropriation hereunder shall be expended for the purpose of carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, and of section 28 of the Federal highway act of November 9, 1921, and all acts amendatory thereof and supplemental thereto, shall be considered available for the purpose of discharging the obligations created hereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized appropriation.

FEDERAL AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act as amended, \$75,000,000 to remain available until expended, of which amount not to exceed \$454,971 may be expended for departmental personal services in the District of Columbia, being \$25,000,000, the remainder to be appropriated for the fiscal year ending June 30, 1925, by paragraph 1 of section 4 of the act making appropriations for the Post Office Department for the fiscal year 1925, approved June 19, 1922.

The Secretary of Agriculture is authorized to enter into leases for the Bieler Building, 1538 B Street, southeast, and the warehouse now under construction at the intersection of the Bieler Building and the street southwest, for a period not to exceed ten years, provided in his judgment it is in the interest of the Government of the United States to do so. Such leases shall have the approval of the Public Buildings Commission.

Total, Department of Agriculture, \$124,774,441.

Approved, February 10, 1925.

AMENDMENT AND AUTHORIZATION OF FEBRUARY 12, 1925

[43 STAT. 889]

An Act To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purposes of carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act as amended, \$75,000,000 to remain available until expended, of which amount not to exceed \$454,971 may be expended for departmental personal services in the District of Columbia, being the remainder of the sum of \$85,000,000 authorized to be appropriated for the fiscal year ending June 30, 1925, by paragraph 2 of section 4 of the act making appropriations for the Post Office Department for the fiscal year 1925, approved June 19, 1922:

posses," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the following additional sums, to be expended according to the provisions of such act as amended:

The sum of \$75,000,000 for the fiscal year ending June 30, 1925;

The sum of \$75,000,000 for the fiscal year ending June 30, 1926;

immediately after the passage of this act, and thereafter not later than January 1 each year, the Secretary of Agriculture is authorized to appropriate out of the said sums, as provided in section 21 of the Federal highway act approved November 9, 1921, the \$75,000,000 herein authorized to be appropriated for the fiscal year ending June 30, 1926, and on or before January 1 next preceding the commencement of each succeeding fiscal year, he shall make like appropriation of the appropriation herein authorized, or which may hereafter be authorized, for each fiscal year: *Provided*, That the Secretary of Agriculture shall act upon projects submitted to him under his appointment of his authorization, and his approval of any such project within three months of the date of its submission to him, and the Secretary of the Federal Government for the payment of its proportional contribution thereto.

Sec. 2. For carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, there is hereby authorized to be appropriated for forest roads and trails, out of any money in the Treasury not otherwise appropriated, the following additional sums, to be available until expended in accordance with the provisions of said section 23:

The sum of \$75,000,000 for the fiscal year ending June 30, 1925;

The sum of \$75,000,000 for the fiscal year ending June 30, 1926;

Sec. 3. That the Secretary of Agriculture is authorized to appropriate explosives or explosive components, obtained by transfer from the Secretary of War for distribution among the States and for use in the improvement of roads under his direct supervision, for explosives or explosive products in condition for immediate use. The Secretary of Agriculture is further authorized, by contract or otherwise, to reclaim by reworking, reconditioning, carting, or otherwise converting into usable form such deteriorated explosives or explosive components as can not be so exchanged, and to pay the cost of such reworking, reconditioning, carting, or otherwise converting, out of the said sums, as provided in the Federal highway act approved November 9, 1921, and acts amendatory thereof and supplementary thereto. The Secretary of Agriculture, in his discretion, may transfer to any department or agency of the Federal Government of such materials acquired from such exchanges, and also such of the explosives or explosive components as may be reworked, reconditioned, carted, or otherwise converted hereunder, as may be required by any such department or agency for use in its authorized activities: *Provided*, That the charges incident to the storage, reconditioning, exchange, reworking, reconditioning, carting, or otherwise converting of such explosives or explosive components shall be certified by the Secretary of Agriculture to have been incurred against said administrative funds shall be reimbursed, said funds pro rata by the department or agency of the Federal Government, the State, or other agency receiving such explosives or explosive products.

Sec. 4. That section 11 of the Federal highway act approved November 9, 1921, as amended and approved by the acts of June 19, 1922, and January 22, 1923, is further amended, by inserting after each place where the words "unimproved and taxable lands" occur the words "and nontaxable Indian lands, individual and tribal."

Sec. 5. That in any State where the existing constitution or laws will not permit the State to provide revenues for the construction, reconstruction, or maintenance of highways, the Secretary of Agriculture shall continue to approve projects for said State until three years after the passage of this act, if he shall find that said State has complied with the provisions of this act in so far as its existing constitution and laws will permit.

Sec. 6. That any act or law inconsistent with the provisions of this act are hereby repealed and this act shall take effect on its passage.

Approved, February 12, 1925.

DEFICIENCY APPROPRIATION ACT OF MARCH 4, 1925

[43 STAT. 1396.]

An Act Making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1925, and for the fiscal year ending June 30, 1926, and for other purposes

Forest roads and trails: For carrying out the provisions of section 23 of the Federal Highway act approved November 9, 1921, the Secretary of Agriculture is hereby authorized, immediately upon the approval of this act, to appropriate and prorate among the several States, Alaska, and Porto Rico, as provided in section 23 of said Federal Highway act, the sum of \$750,000 constituting the amount authorized to be appropriated for forest roads and trails for the fiscal year 1926 by section 2 of the act approved February 12, 1925. *Provided*, That the Secretary, under his apportionment and prorating of this authorization, and his action in so doing shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof.

Approved, March 4, 1925.

DEFICIENCY APPROPRIATION ACT OF MARCH 3, 1926

[44 STAT. 171]

An Act Making appropriations to supply urgent deficiencies in certain appropriations for the fiscal year ending June 30, 1926, and prior fiscal years, to provide urgent supplemental appropriations for the fiscal years ending June 30, 1926, and June 30, 1927, and for other purposes

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway act, approved November 9, 1921, \$3,775,000, to remain available until expended, being part of the sum of \$7,500,000, authorized February 12, 1925, and for the year 1925 by section 2 of the act approved February 12, 1925, and authorized to be expended and prorated among the States and obligated by contracts and otherwise by the act of March 4, 1925.

FEDERAL AID HIGHWAY SYSTEM

For the construction of rural post roads under the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of such act as amended, including not to exceed \$16,500 for departmental personal services in the District of Columbia, \$22,800,000, to remain available until expended, being part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year 1926 by the act approved June 10, 1922.

Approved, March 8, 1926.

AGRICULTURAL APPROPRIATION ACT OF MAY 11, 1926

[44 STAT. 530.]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1927, and for other purposes

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway act approved November 9, 1921, including not to exceed \$38,000 for departmental personal services in the District of Columbia, \$500,000, which sum is composed of \$22,800,000, to remain available until expended, being part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year 1926 and \$1,275,000, to remain available until expended, being part of the sum of \$7,500,000 authorized to be appropriated for the fiscal year 1927 by the act approved February 12, 1925. *Provided*, That the Secretary of Agriculture shall, upon the approval of this act, appropriate and prorate among the several States, Alaska, and Porto Rico, as provided in section 23 of said Federal Highway act, the sum of \$7,500,000 authorized to be appropriated for the fiscal year ending June 30, 1927, by the act approved February 12, 1925. *Provided further*, That the Secretary of Agriculture shall incur obligations, approve projects, or enter into contracts under his authority of this authorization, and his action in so doing shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof; *Provided further*, That the provisions hereof, herein, and hereafter made for the purpose of carrying out the provisions of section 8 of the act of July 11, 1916, and of section 23 of the Federal Highway act of November 9, 1921, and acts amendatory thereof and supplemental thereto, shall be considered available for the purpose of discharging the obligations created thereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment.

FEDERAL AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of such act as amended, including not to exceed \$435,000 for departmental personal services in the District of Columbia, \$22,800,000, to remain available until expended, which sum is composed of \$22,800,000, being part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1925, by the act approved June 10, 1922, and \$51,200,000, part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1926, by paragraph 1 of the act approved February 12, 1925.

Total, Department of Agriculture, \$127,924,573.

Approved, May 11, 1926.

AMENDMENT AND AUTHORIZATION OF JUNE 22, 1926

[44 STAT. 760]

An Act To amend the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purposes of carrying out the provisions of the act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the following additional sums, to be expended according to the provisions of such act as amended:

The sum of \$75,000,000 for the fiscal year ending June 30, 1928.
 Sec. 2. For carrying out the provisions of section 23 of the Federal highway act, approved November 9, 1921, there is hereby authorized to be appropriated, the following additional sums, to be available until expended in accordance with the provisions of said section 23:

The sum of \$7,500,000 for the fiscal year ending June 30, 1928.

Not later than January 1 next preceding the commencement of each fiscal year, the Secretary of Agriculture is authorized to appropriate among the several States the appropriation hereby authorized to be made or authorized to be made as provided in section 23 of the Federal highway act approved November 9, 1921.

Sec. 3. That in any State where the existing constitution or laws will not permit the State to provide revenues for the construction, reconstruction, or maintenance of highways the Secretary of Agriculture shall continue to approve projects for said State for the period covered by this act if he shall find that said State has complied with the provisions of this act in so far as its existing constitution or laws will permit.

Sec. 4. All acts or parts of acts in any way inconsistent with the provisions of this act are hereby repealed, and this act shall take effect on its passage.

Approved, June 22, 1928.

AGRICULTURAL APPROPRIATION ACT OF JANUARY 18, 1927

[44 STAT. 1006]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1928, and for other purposes

SPECIAL ITEMS

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, there is hereby authorized to be appropriated the sum of \$4,925,000 for the Department of Agriculture, and the sum is composed of \$4,925,000, part of the sum of \$7,500,000 authorized to be appropriated for the fiscal year 1927 by the act approved February 12, 1925, and \$1,675,000, part of the sum authorized to be appropriated for the fiscal year 1928 by the act approved June 22, 1928: *Provided*, That the Secretary of Agriculture shall, upon the approval of this act, apportion and prorate among the several States, Alaska, and Territory, as provided in section 23 of said Federal highway act, the sum of \$4,925,000 so appropriated for the fiscal year ending June 30, 1928, by the act approved June 22, 1928, and the sum of \$1,675,000 so appropriated for the fiscal year ending June 30, 1927, by the act approved February 12, 1925. *Provided further*, That the Secretary of Agriculture may incur obligations, approved by the President, to enter into contracts under his apportionment and prorating of this authorization and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government for the payment of the cost thereof: *Provided further*, That the appropriations heretofore, herein, and hereafter made for the purpose of carrying out the provisions of section 8 of the act of July 11, 1916, and the act of June 22, 1928, shall be available for the construction of toll roads and trails thereof and supplemental toll roads and trails thereof, and for the purpose of discharging the obligations created thereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: *Provided further*, That this appropriation shall be available for the construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building constructed shall not exceed \$1,000.

FEDERAL AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof, there is hereby authorized to be expended in accordance with the provisions of said act as amended, the sum of \$75,000,000, to be appropriated for departmental personal services in the District of Columbia, \$71,000,000, the remainder until expended, which sum is composed of \$23,800,000, the remainder of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1928, and \$47,200,000, part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1927, by paragraph 1 of the act approved February 12, 1925.

Total, Department of Agriculture, \$128,511,730.
 Approved, January 18, 1927.

DEFICIENCY APPROPRIATION ACT OF FEBRUARY 28, 1927

[44 STAT. 1292]

An Act Making appropriations to supply urgent deficiencies in certain appropriations for the fiscal year ending June 30, 1927, and prior fiscal years, and to provide urgent supplemental appropriations for the fiscal year ending June 30, 1927, and for other purposes

FOREST ROADS AND TRAILS

For an additional amount for carrying out the provisions of section 23 of the Federal highway act, approved November 9, 1921, \$1,400,000, to remain available until expended, being the remainder of the sum of \$7,500,000 authorized to be appropriated for the fiscal year 1927 by section 2 of the act approved February 12, 1925, which sum is hereby authorized to be appropriated and provided among the States and obligated by contracts and otherwise by the act of May 11, 1926.

Approved, February 28, 1927.

FEDERAL AID FOR TOLL BRIDGES

[44 STAT. 1398]

An Act To permit the granting of Federal aid in respect of certain roads and bridges

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That notwithstanding any provision of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, or of the Federal highway act, the Secretary of Agriculture may extend, on the same basis and in the same manner as in the construction of any free toll bridge, the construction of any toll bridge and the construction of any toll approaches thereto, by any State, such toll bridge and toll approaches shall be subject to the provisions thereof, upon the condition that such bridge is owned and operated by such State or States, or political subdivision or subdivisions thereof, and that all tolls received from the operation thereof, less the actual cost of operation and maintenance, are applied to the repayment to the State or States, or political subdivision or subdivisions thereof, of its or their part of the cost of construction of such bridge, and upon the further condition that when the amount of tolls received from the operation of such bridge is sufficient to pay the tolls thereon, the collection of tolls for the use of such bridge shall thereafter cease, and the same shall be maintained and operated as a free bridge.

Approved, March 3, 1927.

FEDERAL LEGISLATION AND REGULATIONS

DEFICIENCY APPROPRIATION ACT OF DECEMBER 22, 1927

can act making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1928, and prior fiscal years, to provide supplemental appropriations for the fiscal year ending June 30, 1928, and for other purposes

For an additional amount for carrying out the provisions of section 23 of the Federal highway act, approved November 9, 1921, \$1,880,000, to remain available until expended, being part of \$7,500,000 authorized to be appropriated for the fiscal year 1928 by the act approved June 22, 1926, and authorized to be appropriated and prorated among the States and obligated by contracts and otherwise by the agricultural appropriation act for the fiscal year 1928.

Approved December 22, 1927.

AGRICULTURAL APPROPRIATION ACT OF MAY 16, 1928

an Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1929, and for other purposes

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal highway act approved November 9, 1921, including not to exceed \$47,000 for departmental personal services in the District of Columbia, \$7,500,000, which sum is composed of the sum of \$7,500,000 authorized to be appropriated for the fiscal year ending June 22, 1923, and \$3,655,000, part of the amount authorized to be appropriated for the fiscal year 1923 by the act approved June 22, 1923.

The approval of this act, apportioned and promulgated among the several States, Alaska, and Porto Rico, as provided in section 23 of said Federal highway act, the sum of \$7,500,000 authorized to be appropriated for the fiscal year ending June 30, 1923, by the act approved June 22, 1923: *Provided further*, That the Secretary of Agriculture shall incur obligations, approve projects, or enter into contracts under his appointment and providing of this authorization, and his obligation in so doing shall be deemed a contractual obligation on the part of the Government, and he may rely thereon in this respect; and for the purpose of carrying out the provisions of section 8 of the act of July 11, 1918, and of section 23 of the Federal highway act of November 9, 1921, and acts amendatory thereof and supplemental thereto, shall be considered available for the purpose thereof of discharging the obligations created thereunder in any State or Territory: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: *Provided further*, That this appropriation shall be available for the rental, purchase, or construction of motor vehicles, trucks, automobiles, and other equipment, for such road and trail construction and maintenance, but the total cost of any such building purchased or constructed under this authorization shall not exceed \$1,500.

FEDERAL AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act as amended, including not to exceed \$420,000 for departmental personal services in the District of Columbia, \$71,000,000, to remain available until ex-

ended, which sum is composed of \$27,800,000, the remainder of the sum of \$278,000,000 authorized to be appropriated for the fiscal year ending June 30, 1927, by paragraph 1 of the act approved February 12, 1926, and \$33,200,000, a part of the sum of \$76,000,000 authorized to be appropriated for the fiscal year ending June 30, 1928, by paragraph 1 of the act approved June 22, 1926.

Approved, May 16, 1928.

AMENDMENT OF MAY 21, 1928

[45 Stat. 683]

An Act To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 11 of the Federal highway act, approved November 9, 1921 (Forty-second Statutes at Large, page 212), as amended or supplemented, be further amended by adding at the end of the second paragraph thereof the following:

And provided further, That in the case of any State containing unappropriated public lands and non-taxable Indian lands, individual and tribal, exceeding 5 per centum of the total area of all lands in the State in which the population, as shown by the latest available Federal census, does not exceed ten per square mile of area, the Secretary of Agriculture, upon request from the State highway department of such State, may increase the share payable by the United States to any percentage up to and including the whole cost of projects on the primary system of Federal-aid highways and on projects on the secondary system when the latter is a continuation of a route on the primary system or directly connects with a route on the primary system, and when such increase is necessary to meet the needs of such State, and the Secretary of the Treasury, upon request from the Secretary of Agriculture, may increase the amount of the Federal-aid system, under the direction of the Secretary of Agriculture, the amount it would have been required to expend upon such project.

Sec. 2. In every case in which, in the judgment of the Secretary of Agriculture and the highway department of the State in question, it shall be practicable to plant and maintain shade trees along the highways authorized by said act on November 9, 1921, and by this act, the planting of such trees shall be included in the specifications provided in section 8 of said act of November 9, 1921.

Some speculations provided section 303(a)(2)(A) of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) that the system of Federal-aid highways on which Federal funds are expended in any State may exceed 7 per centum of the total highway mileage of such State by the mileage of roads on said system within national forest, Indian, or other Federal reservations therein.

Sec. 4. Federal funds may be expended on that portion of a highway or street, within a municipality having a population of two thousand five hundred or more, along which from the corporate limits inwardly the houses average more than two units per apartment, located wholly or partly within any municipal ward, and on that portion of a street, within a municipality having a population of more than thirty thousand, as shown by the latest available Federal or State census; but this limitation shall not apply in the case of an interstate bridge, including approaches, connecting such municipality, in any such case, with a municipality having a population of not more than ten thousand.

Sec. 5. All acts or of acts in any way inconsistent with the provisions of this act are hereby repealed, and this act shall take effect on its passage.

Approved, May 21, 1928.

AUTHORIZATION OF MAY 26, 1923

[45 Stat. 750]

An Act To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1913, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purposes of carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1913, as amended and supplemented, and for other purposes, there is hereby authorized to be appropriated out of any money in the Treasury not otherwise appropriated, the following additional sums, to be expended according to the provisions of such act as amended:

The sum of \$75,000,000 for the fiscal year ending June 30, 1930.

The sum of \$75,000,000 for the fiscal year ending June 30, 1931.

Sec. 2. For carrying out the provisions of section 23 of the Federal Highway Act, approved November 9, 1921, there is hereby authorized to be appropriated for the fiscal year ending June 30, 1930, and for the fiscal year ending June 30, 1931, the following additional sums, to be available until expended in accordance with the provisions of said section 23:

The sum of \$7,500,000 for the fiscal year ending June 30, 1930.

The sum of \$7,500,000 for the fiscal year ending June 30, 1931.

Sec. 3. All acts or parts of acts in any way inconsistent with the provisions of this act are hereby repealed, and this act shall take effect on its passage. Approved, May 26, 1923.

APPROPRIATION OF FEBRUARY 16, 1929

[45 Stat. 1220]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1930, and for other purposes

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (U. S. C. pp. 603, sec. 23), including not to exceed \$52,400,000 for departmental personnel services in the District of Columbia, \$8,000,000, which sum is composed of \$3,945,000, part of the sum of \$7,500,000 authorized to be appropriated for the fiscal year 1929 by the act approved June 22, 1926 (U. S. C., supp. I, p. 117, sec. 23), and \$4,055,000, part of the amount authorized to be appropriated for the fiscal year 1930 by the act approved May 26, 1923, as amended, and for other purposes, there is hereby authorized to be appropriated for the fiscal year ending June 30, 1930, and for the fiscal year ending June 30, 1931, the sum of \$7,500,000 authorized by the act approved May 26, 1923. *Provided further,* That the Secretary of Agriculture shall incur obligations, approve projects, or enter into contracts under his appropriation and prorating of this authorization, and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government, and shall be subject to the same provisions of law as other contracts of the Government heretofore, herein, and hereafter made for the purpose of carrying out the provisions of section 8 of the act of July 11, 1916 (U. S. C. pp. 422, 423, sec. 503), and of section 23 of the Federal Highway Act of November 9, 1921, and acts amendatory thereof and supplemental thereto, shall be considered available for the purpose of discharging the obligations created thereunder in any State or Territory. *Provided further,* That the total expenditures on account of any State or Territory shall not exceed the amount appropriated for such State or Territory. That this appropriation shall be available for the rental, purchase, construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building purchased or constructed under this authorization shall not exceed \$1,000.

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916 (U. S. C. pp. 422, 423, sec. 503), and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act, as amended, including not to exceed \$31,400,000, to be expended in the Department of Agriculture, District of Columbia, for the fiscal year ending June 30, 1928, and \$42,200,000, part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1929, and \$42,200,000, part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1929, by paragraph 1 of the act approved June 22, 1926.

Approved, February 16, 1929.

APPROPRIATION OF FEBRUARY 7, 1930

[46 Stat. 67]

Joint Resolution Making an additional appropriation for the fiscal year 1930 for the cooperative construction of rural post roads

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$31,400,000, to remain in the Treasury, to be expended in carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916 (United States Code, title 16, Section 503), and all acts amendatory thereof and supplementary thereto, including the same objects specified under this head in the Agricultural Appropriation Act for the fiscal year 1930, such sum being part of the amount authorized to be appropriated for the fiscal year 1930, by the act approved May 26, 1923 (Forty-fourth Statutes, page 750).

Approved, February 7, 1930.

APPROPRIATION FOR FOREST ROADS AND TRAILS OF MARCH 26, 1930

[46 Stat. 99]

An Act Making appropriations to supply urgent deficiencies in certain appropriations for the fiscal year ending June 30, 1930, and for the fiscal year ending June 30, 1931, and for other purposes

Forest roads and trails: For an additional amount for carrying out the provisions of section 23 of the Federal Highway Act, approved November 9, 1921, including the sum of \$2,000,000, to be expended under this head in the Agricultural Appropriation Act for the fiscal year 1930, \$24,000,000.

Approved, March 26, 1930.

AUTHORIZATION AND AMENDMENT OF APRIL 4, 1930

[46 Stat. 141]

An Act To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1913, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purposes of carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States

June 30, 1933. There is hereby authorized to be appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, in addition to the authorization approved in section 1 of the act of May 26, 1928, the additional sum of \$80,000,000 for the fiscal year ending June 30, 1931, to be expended in accordance with the provisions of the Federal Highway Acts and all amendments thereof, and supplementary thereto.

Sect. 8. Section 6 of such act of July 11, 1916, as amended and supplemented thereto, and supplementary thereto, is further amended so that it shall read as follows: "That the Secretary of Agriculture may make its appropriation for such payments which the cost of such payment shall not exceed \$25,000 per mile, exclusive of the cost of construction, at the rate of twenty feet clear span: *Provided*, That the Federal participation of such State shall be limited to \$15,000 per mile until the original certified seven percentum system of such States shall have been surfaced; *Provided further*, That any such increase above \$15,000 per mile shall be certified by the Director of the Bureau of Public Roads and the Secretary of Agriculture as securing actual extension of the highway system or economy in his construction: *An act to amend the act entitled 'An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,* approved November 9, 1921," as amended. The provisions of this act relating to the limitation of payments per mile are appropriated and available for payment to the States on the date of approval of this amendment and to carry out the provisions of such act of July 11, 1916, as amended and supplemented.

SEC. 4. All acts or parts of acts in any way inconsistent with the provisions of this act are hereby repealed, and this act shall take effect on its passage.

Approved, April 4, 1930.

**AUTHORIZATION FOR FOREST ROADS AND AMENDMENT OF MAY 5,
1930**

1930

146 Stat. 2611

An Act To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921, there is hereby authorized to be appropriated for forest roads and trails, out of any money in the Treasury not otherwise appropriated, the following additional sums, to be available for expenditure in accordance with the provisions of said section 28: The sum of \$12,500,000 for the fiscal year ending June 30, 1932; the sum of \$12,500,000 for the fiscal year ending June 30, 1933.

Sec. 2. There is hereby authorized to be appropriated, out of any money in the Treasury of the United States not otherwise appropriated, in addition to the authorization approved in section 2 of the act of May 26, 1928, the additional sum of \$5,000,000 for the fiscal year ending June 30, 1931, to be expended in accordance with the provisions of section 23 of the Federal Highway Act and the amendments thereof or supplementary thereto.

Sac. 3. In the expenditure of any amount in excess of \$7,500,000 from appropriations under the authorization made for each of the fiscal years ending June 30, 1931, June 30, 1932, and June 30, 1933, for carrying out the provisions of section 23 of the Federal Highway Act, the Secretary of Agriculture shall give preference to those projects, which he shall determine are not otherwise satisfactorily financed or provided for, which are located on the Federal-aid highway system acts amendatory thereof or supplementary thereto.

as the same is now or hereafter may be designated: *Provided*, That the projects so preferred on the Federal-aid highway system shall be constructed of the same standard as to width and character of construction as the Federal Government requires of the States under like conditions: *And provided further*, That the Secretary of Agriculture shall prepare, publish, and distribute a map and other information, at least annually, showing the progress made in the expenditure of the funds authorized under this section.

Sec. 4. All acts or parts of acts in any way inconsistent with the provisions of this act are hereby repealed, and this act shall take effect on its passage.

Approved. May 5, 1930.

APPROPRIATIONS FOR FEDERAL-AID AND FOREST ROADS AND
TRAILS OF MAY 27, 1930

[46 Stat. 426]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1931, and for other purposes

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act, approved November 9, 1921 (U. S. C. title 23, sec. 23), including not to exceed \$553,663 for departmental personal services in the District of Columbia, \$7,500,000, which sum is composed of \$1,435,000, part of the sum of \$7,500,000 authorized to be appropriated for the fiscal year 1930 by the act approved May 26, 1928 (45 Stat., p. 750), and \$6,065,000, part of the sum of \$7,500,000 authorized to be appropriated for the fiscal year 1931 by the act approved May 26, 1928; *Provided*, That the Secretary of Agriculture shall, upon the approval of this act, appropriate and prorate among the several States, Alaska, and Porto Rico, as provided in section 23 of said Federal Highway Act, the sum of \$7,500,000 authorized by the act approved for the fiscal year ending June 30, 1931, by the act approved May 26, 1928; *Provided further*, That the Secretary of Agriculture shall, upon the approval of this act, enter into contracts under his department and prorate the cost thereof under this authorization, and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government for the payment of the cost thereof; *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed the authorized appropriation; *Provided further*, That this appropriation shall be available for the purchase, construction, reconstruction, and maintenance of the equipment and supplies used in the construction and repair of buildings, structures, and equipment, and for the construction and maintenance of buildings purchased or constructed under this authorization shall not exceed \$15,000; *Provided further*, That there shall be available from this appropriation, for the purchase of land and not to be used for the storage and repair of equipment, or otherwise of land and not to be available for the storage and repair of equipment, for use in the construction and maintenance of roads.

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide the United States shall aid the States in the construction of rural post roads and for other purposes," approved July 11, 1916 (39 Stat., pp. 355-359), and all contracts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act, as amended, including not to exceed \$454,900 for departmental personal services in the District of Columbia, \$75,000,000 to remain available until expended, which sum is composed of \$32,800,000, the remainder of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1929, by paragraph 1 of the act approved June 22, 1926, and \$42,200,000, part of the sum of \$73,000,000 authorized to be appropriated for the fiscal year ending June 30, 1929, by paragraph 1 of the act approved July 26, 1926 (44 Stat., pp. 7199-7200), for the construction of a laboratory building in the District of Columbia, and elsewhere for permanent quarters for the testing and research work of the Bureau of Public Roads, and for the acquisition, by purchase, condemnation, gift, grant, dedication, or otherwise, of such lands as he may

ies in the District of Columbia, \$24,000,000, to remain available until expended, which sum is composed of \$14,000,000, the remainder of the sum of \$78,000,000 authorized to be appropriated for the fiscal year ending June 30, 1930, and \$22,600,000, part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1931. Paragraph 1 of the act approved May 26, 1, 43.

Approved, February 6, 1931.

AMENDMENT OF FEBRUARY 20, 1931

[46 Stat. 1173]

An Act To amend the Federal Highway Act

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Federal Highway Act approved November 9, 1921 (42 Stat. 212), as amended or supplemented, be further amended by inserting after section 3 a new section, to be numbered 3b, and to read as follows:

"Sec. 3a. The Secretary of Agriculture is authorized to cooperate with the State highway departments and with the Department of the Interior in the construction of public highways within Indian reservations, and to pay the amount assumed therefor from the funds allotted or apportioned under this act to the Secretary of the Interior for the reservation is located.

Sec. 2. All provisions of this act inconsistent with the provisions of this act are hereby repealed, and this act shall take effect on its passage.

Approved, February 20, 1931.

AMENDMENT OF FEBRUARY 23, 1931, PERTAINING TO HAWAII

[46 Stat. 1415]

An Act To amend the act entitled "An act to extend the provisions of certain laws to the Territory of Hawaii," approved March 10, 1924

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1 of the act entitled "An act to extend the provisions of certain laws to the Territory of Hawaii," approved March 10, 1924 (43 Stat. 132), be amended by striking out the word "and" and inserting the following: "Provided further, That the amount expended may be determined in accordance with the apportionments to the Territory of Hawaii shall be expended may be determined and agreed upon by the governor of said Territory and the Secretary of Agriculture without regard to the limitations in section 6 of the Federal Highway Act respecting the selection and designation of such system of roads; and when the system first determined and agreed upon shall have been completed, additions thereto may be made in like manner as funds have been available for the construction of such system of roads; and provided further, That there is authorized to be paid from funds heretofore authorized and expended, and authorized to be paid from funds heretofore authorized and expended, and authorized under the Federal Highway Act a sum not to exceed \$800,000 for the purpose of road construction in the Territory of Hawaii, which sum equals the amount such Territory would have received for roads built and incorporated upon the 7 per centum system as approved, during the period from 1917 to 1925. The Secretary of the Treasury shall pay to the Territory of Hawaii, or to such fund or deposit as may be designated by it, on warrants drawn by the Secretary of the Treasury, the sum of \$800,000, to be used for the purpose of the necessary for the construction or reconstruction of any highway in such Territory the project for which has been approved by the Secretary of Agriculture. The provisions of this act shall in no way impair the right of such Territory to receive the benefits of the Federal Highway Act."

Approved, February 23, 1931.

APPROPRIATION OF FEBRUARY 23, 1931

[46 Stat. 1242]

An Act Making appropriations for the Departments of Agriculture for the fiscal year ending June 30, 1932, and for other purposes

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (42 Stat. 212) (U. S. C., title 23, sec. 23), including not to exceed \$75,000 for departmental personal services in the District of Columbia, \$12,500,000, which sum is composed of \$2,945,000, part of the sum of \$78,000,000 authorized to be appropriated for the fiscal year 1931 by the acts approved May 26, 1930 (45 Stat., p. 750), and May 5, 1930 (46 Stat., p. 261), and \$9,555,000, part of the amount authorized to be appropriated for the fiscal year 1932 by the act approved May 5, 1930: *Provided*, That the Secretary of Agriculture shall, upon approval of this act, apportion and prorate among the several States, Alaska, and Puerto Rico, in section 23 of said Federal Highway Act, the sum of \$12,500,000 approved May 5, 1930: *Provided further*, That the Secretary of Agriculture shall incur obligations, approve projects, or enter into contracts for the apportionment and prorate of this authorization, and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government for the payment of the cost thereof: *Provided further*, That the total expenditures incurred by any State or Territory shall at no time exceed its authorized apportionment: *Provided*, That the appropriation shall be available for the rental, purchase, or construction of buildings necessary for the storage of equipment and supplies used for road and trail construction; and that the total cost of any such building purchased or constructed under this authorization shall not exceed \$2,500: *Provided further*, That there shall be available from this appropriation not to exceed \$15,000 for the acquisition by purchase, condemnation, gift, grant, dedication, or otherwise of land and not to exceed \$120,000 for the rental, purchase or construction of a building or buildings for the storage and repair of Government equipment for use in the construction and maintenance of roads.

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and all other roads, and to amend the act approved March 3, 1909, and the act approved August 1, 1916 (39 Stat., pp. 355-359), and all acts amendatory thereof and supplementary thereto," approved March 3, 1909, and the provisions of said act, as amended, including the act approved August 10 for departmental personal services in the District of Columbia, \$125,000,000, is immediately available and to remain available until expended, which sum is composed of \$2,400,000, a part of the sum of \$75,000,000 authorized to be appropriated for the fiscal year ending June 30, 1931, by paragraph 1 of the act approved May 5, 1930 (46 Stat., p. 261), and \$80,000,000, the sum authorized to be appropriated for the fiscal year ending June 30, 1932, by paragraph 2 of the act approved April 4, 1930 (46 Stat. 411), and \$22,600,000, part of the sum of \$125,000,000 authorized to be appropriated for the fiscal year ending June 30, 1932, by paragraph 1 of the act approved April 4, 1930 (46 Stat., p. 141).

Approved, February 23, 1931.

FEDERAL LEGISLATION AND REGULATIONS

APPROPRIATION OF FEBRUARY 2, 1932

[47 Stat. 20]

An Act Making appropriations to supply urgent deficiencies in certain appropriations for the fiscal year ending June 30, 1932, and prior fiscal years, to provide supplemental appropriations for the fiscal year ending June 30, 1932, and for other purposes

Federal-aid highway system." For an additional amount for carrying out the provisions of the act entitled "An act to provide that the United States shall aid in the construction of rural post roads, and for other purposes," approved August 8, 1930, and supplementary thereto; and for carrying out the provisions of the act entitled "An act to amend the Agricultural Appropriation Act for the fiscal year 1932, including not to exceed \$67,424.34 for departmental personal services in the District of Columbia, and for other purposes," approved April 4, 1930 (46 Stat., 1932), by paragraph 1 of the act approved April 4, 1930 (46 Stat., 1932); by paragraph 1 of the act approved April 4, 1930 (46 Stat.,

Approved, February 2, 1932.

APPROPRIATION OF JULY 7, 1932

[47 Stat. 634, 644]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1933, and for other purposes

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916 (39 Stat., pp. 355-359), and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act, as amended, including not to exceed \$733,100 for the construction of post roads, and for the purchase of land, and for the operation of postal departmental personal services in the District of Columbia, \$100,000, to be immediately available and to remain available until expended, which sum is composed of \$52,400,000, a part of the sum of \$125,000,000 authorized to be appropriated for the fiscal year ending June 30, 1932, by paragraph 1 of the act approved August 4, 1930 (46 Stat., p. 141), and \$57,600,000, a part of the sum of \$125,000,000 appropriated for the fiscal year ending June 30, 1933, by paragraph 1 of the act approved April 1, 1930 (46 Stat., p. 141), and \$100,000, which none of the money herein appropriated shall be paid to any State, territory, or any other project on which convict labor shall be directly employed, except this provision shall not apply to convict labor performed by convicts on paroled probation.

The appropriation of \$3,000,000 for roads on unappropriated or unreserved public lands, non taxable Indian lands, and so forth, contained in the act entitled "An act making supplemental appropriations to provide for emergency construction on certain public works during the remainder of the fiscal year ending June 30, 1937, with a view to increasing employment," approved December 20, 1930, \$4,760 may be continued available during the fiscal year 1933, and not to exceed \$4,760 may be used for personal services in the District of Columbia.

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (U. S. title 23, sec. 23), including not to exceed \$1,381,020 for departmental personal services in the District of Columbia, \$8,905,000, of which sum is composed of \$2,945,000, part of the sum of \$12,500,000 authorized to be appropriated for the fiscal year 1932 by the act approved May 5, 1930 (40 Stat., p. 261), and \$5,960,000, part of the amount authorized to be appro-

authorized for the fiscal year 1933 by the act approved May 5, 1930: *Provided*, That the Secretary of Agriculture shall, upon the approval of this act, appropriate and expend out of the said act the sum of \$250,000 authorized in Section 23 of said Federal Highway Act, and Porto Rico, as provided in said act, for the construction of the said forest highways in Alaska, to be appropriated for the fiscal year ending June 30, 1933, by the act approved May 5, 1930: *Provided further*, That the Secretary of Agriculture shall incur the obligations, approve projects, or enter into contracts under his apportionment and prorating of this authorization, and his action in so doing shall be deemed to be a contractual obligation on the part of the Federal Government for the payment of the cost thereof: *Provided further*, That the total expenditures on account of any State or Territory shall at no time exceed its authorized apportionment: *Provided further*, That this appropriation shall be available for the rental, purchase, or construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total amount of any such rental, purchase or construction under this authorization shall not exceed \$2,500: *Provided further*, That during the fiscal year ending June 30, 1933, the said forest highways in Alaska from the amount herein appropriated or from surplus funds appropriated herebefore made shall not exceed \$350,000, and the apportionment for forest highways in Alaska from the said act shall be \$250,000, and the apportionment for the fiscal year 1933 shall be \$350,000.

Approved, July 7, 1932.

EMERGENCY RELIEF AND CONSTRUCTION ACT OF 1932

[47 Stat. 709]

An Act To relieve destitution, to broaden the lending powers of the Reconstruction Finance Corporation, and to create employment by providing for and expediting a public-works program

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this act may be cited as the "Emergency Relief and Construction Act of 1932."

TITLE I—RELIEF OF DESTITUTION

SECTION 1. (a) The Reconstruction Finance Corporation is authorized and empowered to make available out of the funds of the corporation the sum of \$300,000,000, under the terms and conditions hereinafter set forth, to the several States and Territories, to be used in furnishing relief and work relief to needy unemployed and distressed people and in relieving the hardship resulting from unemployment, but not more than 15 per centum of such sum shall be available to any one State or Territory. Such sum of \$300,000,000 shall, until the expiration of the calendar year 1934, be apportioned among the several States and Territories by the governors of the several States and Territories for the purpose of this section, upon application therefor by them in accordance with subsection (c) and upon approval of such applications by the corporation.

(b) All amounts paid under this section, including interest at the rate of 3 per centum per annum, and, except in the case of Puerto Rico and the Territories of Alaska, shall be reimbursed to the corporation, with interest thereon at the rate of 3 per centum per annum, by making annual deductions, beginning with the fiscal year 1935, from the regular appropriations made from future Federal appropriations in aid of the States and Territories for the construction of highways, and an amount equal to one-fifth of the share which such State or Territory would be entitled to under such appropriation, except for the provisions of this section, or an amount equal to one-fifth of the amounts so paid to the governor of such State or Territory pursuant to this section and all accrued interest thereon to the date of such deduction, whichever is the lesser, until the sum of such deductions equals the total amounts paid under this section and all accrued interest thereon. Whenever any such deduction is made by the Treasury, shall immediately pay to the corporation an amount equal to the amount so deducted, and any State or Territory shall, within two years after the date of enactment of this act, or an agreement made with the corporation for the repayment of the corporation of the amount so deducted, under this section to the governor of such State or Territory, with interest

FEDERAL LEGISLATION AND REGULATIONS

APPROPRIATION OF MARCH 3, 1933

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1934 and for other purposes

For necessary expenses of the Bureau of Public Roads, including salaries and the employment of clerical staffs at Washington and elsewhere, office expenses, travel, and other necessary expenses, the Bureau is authorized to contract for research and investigations, either independently or in cooperation with State highway departments, or other agencies, including studies of highway administration, legislation, finance, economics, transport, construction, operation, maintenance, utilization, and safety, and of street and highway traffic control; investigations and experiments in the best methods of road making, especially by the use of local materials; studies of types of mechanical plants and appliances used for road building and maintenance and of methods of road repair and maintenance suited to the needs of different localities; materials and equipment for experimental highways; the use of the Bureau's funds for collecting, reporting, and publishing the results of, and for preparing, publishing, and distributing bulletins and reports; to be paid from any moneys available from the administrative funds provided under the act of July 11, 1916 (U. S. C., title 23, sec. 21), or as otherwise provided.

For carrying out the provisions of the act entitled "An act provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916 (39 Stat., pp. 355-359), and all acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said act, as amended, including not to exceed \$672,000 for departmental personal services in the District of Columbia, \$35,000,000, to be immediately available and to remain available until expended, which sum is a part of the sum of \$35,000,000 authorized by the act approved April 4, 1930 (46 Stat., p. 1031) (U. S. C., title 23, sec. 21), and the sum of \$18,340,743.86, which sum is a part of the sum of \$18,340,743.86 authorized by the act approved April 4, 1930 (46 Stat., p. 1031): *Provided*, That none of the money herein appropriated shall be paid to any State on account of any project on which convict labor shall be employed, except this provision shall not apply to convict labor performed by convicts on parole or probation: *Provided further*, That not to exceed \$15,000 of the funds provided for carrying out the provisions of the Federal Highway Act of November 9, 1921 (U. S. C., title 23, sec. 21) may be used for the purchase of motor vehicles or the purchase of motor vehicles necessary for carrying out such vehicle for use of said act, including the replacement of not to exceed one such vehicle for use of said act; *Provided further*, That whenever performing authorized engineering or other services in connection with the survey, construction and maintenance, or improvement of roads for other Government agencies the charge for such services may include depreciation on engineering and road building equipment used, and the amounts received on account of such charges shall be credited to the appropriation concerned: *Provided*, That no portion of the expenditure of the Federal Highway Act of November 9, 1921, shall be applied to publicly owned toll bridges or approaches thereto, constructed and operated by the highway department of any State, subject, however, to the condition that all tolls received from the operation of any such bridge, less the actual cost of operation and maintenance, shall be applied to the repayment of the cost of its construction, and when the cost of its reconstruction shall have been repaid in full, such bridge thereafter shall be maintained and operated as a free bridge; *And*, That the appropriation of \$3,000,000 for roads on unappropriated lands shall be expended in the acquisition of public lands, non-taxable from appropriations to provide for emergency construction, and certain public works during the remainder of the fiscal year ending June 30,

FOREST ROADS AND TRAILS

The appropriation of \$800,000 for the construction on Government Island, Alameda, California, of buildings required by the Bureau of Public Roads and Forest Service of the Department of Agriculture and the Coast Guard of the Treasury Department, contained in the act entitled "An act making supplemental appropriations for the fiscal years ending June 30, 1931, and the fiscal year 1932," approved March 4, 1931, \$400,000 continuing and improvement of national parks, contained in the act entitled "An act to relieve destitution, to broaden the lending powers of the Reconstruction Finance Corporation, and to create employment by providing for and expediting a public-works program," approved July 21, 1932, is hereby continued available during the fiscal year 1934.

Approved, March 3, 1933.

Approved, March 3, 1933.

[48] STAT. 2001

an Act To encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works, and for other purposes

TITLE II—PUBLIC WORKS AND CONSTRUCTION PROJECTS

SECTION 201. (a) To effectuate the purposes of this title, the President may, by executive order, direct the Federal Emergency Administration of Public Works, the powers of which shall be exercised by a Federal Emergency Administrator of Public Works (hereafter referred to as the Administrator), to employ, to appoint, without regard to the civil service laws, such officers and employees, and to utilize such Federal officers and employees, and, with the consent of the State, such State and local officers and employees as he may think necessary to carry out the purposes of this title, without regard to the Classification Act of 1923, as amended, to fix the compensation of any

officers and employees so appointed. The President may delegate any of his functions and powers under this title to such officers, agents, and employees as he may designate or appoint.

(b) The Administrator may, without regard to the civil service laws or the Classification Act of 1923, as amended, appoint and fix the compensation of such experts and such other officers and employees as are necessary to carry out the provisions of this title; and may make such expenditures (including expenditures for personal services and rent at the seat of government and elsewhere, for law books and books and books of reference, and for paper, printing and binding) as are necessary to carry out the provisions of this title.

(c) All such compensation, expenses, and allowances shall be paid out of funds made available by this act.

(d) After the expiration of two years after the date of the enactment of this act or sooner if the President shall by proclamation or the Congress shall by joint Resolution declare that the emergency recognized by section 1 has ended, the President shall not make any further loans or grants or enter upon any new construction under this title, and any agencies established hereunder shall cease to exist and any of their remaining functions shall be transferred to such departments or agencies of the Government as the President may designate. The terms of any agreement or any commitment to bid upon or purchase bonds, entered into with such borrower prior to the date of termination, under this section, of the power of the President to make loans.

Sec. 202. The Administrator, under the direction of the President, shall prepare a comprehensive program of public works, which shall include among other things the following: (a) Construction, repair, and improvement of public highways and parkways; public buildings and improved development of public lands; (b) conservation and development of natural resources, installations, and facilities; (c) preservation and development of water, including control, utilization, and purification of waters, prevention of soil or coastal erosion, and reclamation of land; (d) construction, reconstruction, alteration, or repair under public regulation or control of low-cost housing and slum-clearance projects; (e) any project (other than those included in the foregoing classes) of such subsection (1) as may be determined by the President; (f) any character heretofore eligible for loans under subsection (4) of section 201 of the Emergency Relief and Construction Act of 1932, as amended; and paragraph (3) of such subsection (4), as amended.

The operation of this title is partly financed through the operations of hospitals, the operation of which is partly financed through the operations of public funds and of reservoirs and pumping plants and for the construction of dry docks; and if in the opinion of the President it seems desirable, the construction of naval vessels within the terms and/or limits established by the London Naval Treaty of 1930 and of aircraft required therefor and construction of heavier-than-air aircraft and technical construction for the Army Air Corps and such Army housing projects as the President may approve, and provision of original equipment for the mechanization or motorization of such Army tactical units as he may designate: *Provided, however*, That in the event of an international agreement for the further limitation of armament, to which the United States is signatory, the President is hereby authorized and empowered to suspend, in whole or in part, any such naval or military construction or activity as may be applicable to that treaty.

That this title shall not be applicable to any work done under the jurisdiction or control of the Architect of the Capitol or any committee or commission for which such Architect is the contracting and/or executive officer.

Sec. 203. (a) With a view to increasing employment quickly (while reasonably securing any loans made by the United States) the President is authorized and empowered, through the Administrator or through such other agencies as he may designate or create, (1) to construct, finance, or aid in the construction or financing of any public-works project included in the program prepared pursuant to section 202, and (2) to make any other expenditure of money appropriated to the program.

(2) upon such terms as the President shall prescribe, to make grants to States or municipalities, or other public bodies for the construction, repair, or improvement of any such project, but no such grant shall be in excess of 30 per centum of the cost of any such project, and no materials employed upon such project; (3) to acquire by purchase, or by exercise of the power of eminent domain, any real or personal property in connection with the construction of any such project, and to sell any property so acquired or any property constructed or acquired under the authority of this act, at such price and upon such terms as may seem proper to the President. The all proceeds received from any sale or lease of the repayment of any loan shall be used to pay interest on the bonds issued pursuant to section 209 of this act, in addition to any other moneys required to be used for such purpose; (4) to aid in the financing of other maintenance and equipment as may be approved by the Interstate Commerce Commission as desirable for the improvement of transportation facilities such railroad maintenance and equipment as may be approved by the Interstate Commerce Commission as desirable for the improvement of transportation facilities; and (5) to advance, upon request of the Commission having jurisdiction of the same, the provisions of their act entitled "An act to provide for the construction and equipment of an annex to the Library of Congress," approved June 13, 1930 (46 Stat. 553); such advance to be expended under the direction of such Commission and in accordance with such act. *Provided*, That in deciding to extend any aid or grant hereunder to any State, county, or municipality the President may consider whether action is in process or in good faith assured therein reasonably designed to bring the ordinary current expenditures thereof within the limits of the ordinary income of such entity.

Approved March 17, 1932.
The President shall extend to public works in the several States, Hawaii, Alaska, the District of Columbia, Puerto Rico, the Canal Zone, and the Virgin Islands,

(b) All expenditures for authorized tests, office and travel expenses, including telephone calls, postage, and other expenses, shall be paid by the Federal public works, shall be charged to the amounts allocated to such projects, notwithstanding any other provisions of law; and there is authorized to be employed such personnel services in the District of Columbia and elsewhere as may be required to be engaged upon such work and to be in addition to employees otherwise provided for the compensation of such additional personnel services to be a charge against the funds made available for such construction work.

(c) In the acquisition of any land or site for the purposes of Federal public buildings and in the construction of such buildings provided for in this title, the provisions contained in sections 305 and 306 of the Emergency Relief and Construction Act of 1932, as amended, shall apply.

(d) The President, in his discretion, and under such terms as he may prescribe, may extend any of the benefits of this title to any State, county, or municipality without making a constitutional or legal determination as to whether or not the Government of such State, county, or municipality to borrow money or incur indebtedness.

Sec. 204. (a) For the purpose of providing for emergency construction of public highways and related projects, the President is authorized to make grants to the highway departments of the several States in an amount not less than \$450,000,000, to be expended by such departments in accordance with the provisions of the Federal Highway Act, approved November 9, 1921, as amended and supplemented, except as provided in this title, as follows:

(1) For expenditure in emergency construction on the Federal-aid highway system and extensions thereof into and through municipalities. The amount appropriated to any State under this paragraph may be used to pay all or any part of the cost of surveys, plans, and of highway and bridge construction including the elimination of hazards to highway traffic, such as the separation of grades, the relocation of highways, the widening of narrow roads, the widening of bridges, the building of footpaths, the replacement of unsafe bridges, the construction of routes to avoid congested areas, the construction of approaches to improve accessibility and the free flow of traffic, and the cost of any other construction that will provide safer traffic facilities or definitely eliminate hazards to highway traffic. The cost of any such project may be paid in whole or in part out of the State's own funds, or the title shall be used for the acquisition of any land, right-of-way, or easement in connection with any railroad grade elimination project.

(2) For expenditure in emergency construction on secondary or feeder roads in connection with any railroad grade elimination project.

208c, Puerto Rico, and the Virgin Islands. Sec. 206. All contracts let for construction projects and all loans and grants made by the Government of the United States shall contain provisions to insure that the following shall be observed: (1) that no individual shall be employed in executive, administrative, and supervisory positions as far as practicable and feasible, no individual directly employed on any such project shall be permitted to work more than thirty hours in any one week; (3) that all employees shall be paid just and reasonable wages which shall be compensation sufficient to provide, for the hour of labor as limited, a standard of living in decency

RULES AND REGULATIONS

APPROPRIATION

Approved, June 16, 1933.

FEDERAL LEGISLATION AND REGULATIONS

FOURTH DEFICIENCY ACT, FISCAL YEAR 1933

[48 Stat. 275]

AN ACT

Making appropriations to supply deficiencies in certain appropriations for the fiscal year 1933, and for the fiscal years ending June 30, 1933, and June 30, 1934, and for other purposes

EXECUTIVE OFFICE AND INDEPENDENT ESTABLISHMENTS

NATIONAL INDUSTRIAL RECOVERY AND TENNESSEE VALLEY AUTHORITY

For the purpose of carrying into effect the provisions of the Act entitled "An Act to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works, and for other purposes," approved July 18, 1932, and the provisions of the Act entitled "An Act for the relief of unemployment through the performance of useful public work, and for other purposes," approved March 31, 1933, and for each and every object thereof, to be expended in the discretion of and under the direction of the President, to be immediately available, and except as hereinafter provided to remain available until June 30, 1935, \$3,300,000,000; of which not to exceed \$30,000,000 shall be available to the Board of Directors of the Tennessee Valley Authority, and to remain available until expended for the purpose of carrying into effect the provisions of the Act entitled "The National Industrial Recovery Act of 1933," approved May 13, 1933, including the acquisition of necessary land, the clearing of such land, relocation of highways, and the construction of the Cove Creek Dam and power house and all other necessary works authorized by said Act, and for printing and binding, law books, books of reference, newspapers, periodicals, purchase, maintenance, and operation of passenger-carrying vehicles, rents in the District of Columbia and elsewhere, and all necessary salaries and expenses, and for the purchase of necessary materials and for any expenses prior to the enactment of this appropriation incurred at the direction of the President.

Approved June 16, 1933.

AMENDMENT TO EMERGENCY RELIEF AND CONSTRUCTION ACT
OF 1932

[48 Stat. 362]

AN ACT

Making an additional appropriation to carry out the purposes of the Federal Emergency Relief Act of 1932, for continuation of the Civil Works program, and for other purposes

Sec. 2. That paragraph (1) of subsection (a) of section 201 of title III of Public Law Numbered 302, Seventy-second Congress, approved July 21, 1932—the Emergency Relief and Construction Act of 1932—is amended by striking out the date "July 1, 1933," where it appears in said paragraph and inserting in lieu thereof the date "September 1, 1934."

Approved, February 15, 1934.

FEDERAL LEGISLATION AND REGULATIONS

APPROPRIATION ACT OF MARCH 26, 1934

[48 Stat. 491, 499]

AN ACT

Making appropriations for the Department of Agriculture and for the Farm Credit Administration for the fiscal year ending June 30, 1935, and for other purposes

TITLE I—DEPARTMENT OF AGRICULTURE

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1918 (39 Stat. pp. 355-359) and all Acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said Act, as amended, including not to exceed \$176,400 for departmental personal services in the District of Columbia, \$8,000,000, to be immediately available and to remain available until expended, which sum is a part of the sum of \$125,000,000 authorized to be appropriated for the fiscal year ending June 30, 1935, by section 1 of the Act herein appropriated shall be paid to any State on account of any project or which convict labor shall be employed, except this provision shall not apply to convict labor performed by convicts on parole or probation: *Provided further*, That not to exceed \$45,000 of the funds provided for carrying out the provisions of the Federal Highway Act of November 9, 1921 (U. S. C., title 23, secs. 21 and 23), shall be available for the purchase of motor-propelled passenger-carrying vehicles necessary for carrying out the provisions of said Act, including replacement of such vehicles for those destroyed or damaged in the District of Columbia. *Provided further*, That, during the fiscal year 1935, whenever performing authorized engineering or other services in connection with the survey, construction and maintenance, or improvement of roads for other Government agencies the charge for such services may include depreciation on engineering and road-building equipment used, and the amounts received on account of such charges shall be credited to the appropriation concerned.

The appropriation of \$1,000,000 for roads on unappropriated or unreserved funds shall be available for the purpose of carrying out the provisions of the Act entitled "An act to relieve destitution, to broaden the lending powers of the Reconstruction Finance Corporation, and to create employment by providing for and expediting a public-works program," approved July 21, 1932, is hereby continued available during the fiscal year 1935, and not to exceed \$4,290 may be used for personal services in the District of Columbia.

Total, Bureau of Public Roads, \$8,000,000.

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (U. S. C. title 23, sec. 23), including not to exceed \$10,521 for departmental personal services in the District of Columbia, \$150,000, a part of the amount authorized to be appropriated for the fiscal year 1935 by section 1 of the Act herein appropriated shall be paid to any State on account of any project or which convict labor shall be employed, except this provision shall not apply to convict labor performed by convicts on parole or probation: *Provided further*, That, during the fiscal year 1935, whenever performing authorized engineering or other services in connection with the survey, construction and maintenance, or improvement of roads for other Government agencies the charge for such services may include depreciation on engineering and road-building equipment used, and the amounts received on account of such charges shall be credited to the appropriation concerned.

Total, Bureau of Public Roads, \$8,000,000.

Approved March 26, 1934.

FEDERAL LEGISLATION AND REGULATIONS

TITLE II—EMERGENCY APPROPRIATIONS

DEPARTMENT OF AGRICULTURE

For the purpose of increasing employment by providing for emergency construction of public highways and other related projects fiscal year 1935, \$100,000,000, to remain available until expended, which sum shall be apportioned by the Secretary of Agriculture immediately upon the enactment of this Act under the provisions of section 204 of the National Industrial Recovery Act approved June 16, 1933 (in addition to any sums heretofore allocated under such section), to the highway departments of the several States to be expended by such departments pursuant to the provisions of such section, and which sum is a part of the \$200,000,000 authorized to be appropriated by section 1 of the Act entitled "An Act to increase employment by authorizing an appropriation of public highway construction projects, and to amend the Federal Aid Road Act, approved June 18, 1934," as amended and supplemented, and for other purposes, the provisions of section 23 of the Federal Highway Act approved November 9, 1921, fiscal year 1935, \$10,000,000, to remain available until expended in accordance with the provisions of such section 23.

remain available until expended in accordance with the provisions of such section 23

For the purpose of carrying out the provisions of section 3 of the Federal Highway Act, approved November 9, 1921, as amended June 24, 1930 (46 Stat. 805), for the survey, construction, reconstruction, and maintenance of roads through unappropriated or unreserved public lands, nontaxable Indian lands, and other Federal reservations other than the forest reservations, fiscal year 1935, \$2,500,000; to remain available until expended.

EMERGENCY APPROPRIATION ACT. FISCAL YEAR 1935

[48 Stat. 1032, 1042, 1057, 1058]

DEPARTMENT OF THE INTERIOR

For the construction, reconstruction, and improvement of roads and trails inclusive of necessary bridges in the national parks, monuments, and other areas, administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national parks and monuments approach roads authorized by the Act of January 31, 1931 (46 Stat. 1063), as amended, fiscal year 1985, \$5,000,000, to remain available until expended.

For the construction and improvement of Indian reservation roads under the provisions of the Act approved May 26, 1928 (45 Stat. 750), fiscal year 1935, \$2,000,000 to remain available until expended: *Provided*, That the location, type, and design of all roads and bridges shall be approved by the Bureau of Public Roads before any expenditures are made thereon, and all such construction shall be under the general supervision of said Bureau.

DEPARTMENT OF AGRICULTURE

Approved. June 19, 1934.

THE EMERGENCY RELIEF APPROPRIATION ACT OF 1935

[49 Stat. 115]

PUBLIC RESOLUTION—No. 11—74TH CONGRESS]

JOINT RESOLUTION

Making appropriations for relief purposes

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to provide relief, work relief projects, and employment by providing for useful projects there is hereby approved the expenditure of any money in the Treasury not otherwise appropriated, to be immediately available and under the direction of the President, to be immediately available and to remain available until June 30, 1937, the sum of \$4,000,000,000, together with the separate funds established for particular purposes by appropriation acts passed prior to January 1, 1936, by co-operation of the President pursuant to section 6 of the

[illegible]

Sec. 2. The appropriation made herein shall be available for use only in the United States and its Territories and possessions. The provisions of the act of February 15, 1934 (48 Stat. 331), relating to disability or death compensation and benefits shall apply to those persons receiving from the appropriation made herein, for services rendered as employees of the United States, security payments in accordance with schedules established by the President: *Provided*, That so much of the sum herein appropriated as the President estimates necessary for the Compensation Commission, with the approval of the President, estimate and certifies to the Secretary of the Treasury will be paid out of such compensation and administrative expenses authorized and administered by the Commission for the purpose of carrying out the purposes of this act. An special fund shall be available for such purposes: and after June 30, 1935, for such purposes annually in such amounts as the annual appropriations (U. S. C., title 41, Sec. 5) shall not apply to any purchase made for service procured in carrying out the provisions of this joint resolution when the aggregate amount involved is less than \$300.

Sec. 3. In carrying out the provisions of this joint resolution the President may (a) authorize expenditures for contract stenographic reporting services; (b) purchase equipment; (c) purchase and exchange of law books, books of reference, electronic dictionaries, encyclopedias, and press clippings; travel expenses; (d) purchase postage stamps; (e) purchase and exchange of telegrams, including the expense of attendance at such conferences, seminars, and banquets at the seat of government and elsewhere; purchases; operation and maintenance of motor-propelled passenger-carrying vehicles; printing and binding; and such other expenses as he may determine necessary to the accomplishment of the objectives of this joint resolution; and (b) accept and utilize the services of the civilian compensated services, appoint, without regard to the provisions of the Civil Service Act, and employ, without regard to such provisions, Federal officers and employees, and with the exception of such Federal officers and employees, and with the exception of such State, local, and federal officers and employees, as may be necessary, prescribe their duties, functions, responsibilities, and tenure, and, without regard to the Classification

NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUNDS

FOREST ROADS AND TRAILS

AGRICULTURAL APPROPRIATION ACT OF JUNE 4, 1936

[49 Stat. 1447, 1457]

PUBLIC—No. 637—74TH CONGRESS]

AN ACT

Making appropriations for the Department of Agriculture and for the Farm Credit Administration for the fiscal year ending June 30, 1937, and for other purposes

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916 (39 Stat., pp. 335-339), and all Acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said Act, as amended, including not to exceed \$350,000 for departmental personal services in the District of Columbia, and such sum is part of the sum of \$125,000,000 authorized to be appropriated for the fiscal year 1936; by section 4 of the Act approved June 18, 1934 (48 Stat., 934): *Provided*, That none of the money herein appropriated shall be paid to any State on account of any project on which convict labor shall be employed, except this provision shall not apply to convict labor performed by the State of California for carrying out the provisions of the Federal Highway Act of 1933; and that the sum of \$25,000 be appropriated for the purchase of motor-propelled passenger-carrying vehicles necessary for carrying out the provisions of said Act, including the replacement of not to exceed one such vehicle for use in the administrative work of the Bureau of Public Roads in the District of Columbia. *Provided further*, That, during the fiscal year 1937, whenever performing authorized engineering or other services in connection with the survey, construction, and maintenance, or improvement of roads for other Government agencies the charge for such services may include transportation charges for personnel and equipment. *Provided further*, That the amount received on account of such charges shall be credited to the appropriations for the work of the Bureau of Public Roads shall be available for meeting the expenses of warehouse maintenance and the procurement, care, and handling of supplies, materials, and equipment stored therein for distribution to projects under the supervision of the Bureau of Public Roads, and for sale and transportation to other Government activities, the cost of such supplies and equipment shall be reimbursed to the Bureau of Public Roads, and the cost (including handling) to be reimbursed to appropriations current at the time additional supplies, materials, or equipment are procured, from the appropriation chargeable with the cost or value of such supplies, materials, and equipment. *Provided further*, That not to exceed \$500,000 from the administrative funds authorized by the Act approved November 9, 1921, and Acts amendatory thereof or supplementary thereto, in addition to the amount remaining available under the Act approved March 3, 1935, and Acts amendatory thereof, be appropriated for the purchase of land for the Agricultural Appropriation Acts approved May 27, 1930, and May 17, 1935, and for permanent quarters for the testing laboratory on a site already acquired, for permanent quarters for the testing and research work of the Bureau of Public Roads.

The authorization of \$2,500,000 for the survey, construction, reconstruction, and maintenance of main roads through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations other than the National Forests, shall be in accordance with the provisions of section 21 of the Act approved November 9, 1921, as amended and supplemented, and the sum of \$895,000 for the fiscal year 1937, is hereby canceled for said fiscal year and made applicable to the fiscal year ending June 30, 1938.

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (U. S. C. title 23, sec. 23), including not to exceed \$86,240 for departmental personal services in the District of Columbia, \$85,000,000, which sum is composed of \$3,500,000, the balance of the amount authorized to be appropriated for the fiscal year 1936, by the Act approved June 13, 1934, and \$4,500,000, part of the sum of \$10,000,000 authorized to be appropriated for the fiscal year 1937, the sum of \$14,000,000 shall be appropriated for the fiscal year 1937, and the Secretary of Agriculture shall, in accordance with the provisions of the Federal Highway Act, apportion and prorate among the several States, Alaska, and Puerto Rico as provided in section 23 of said Federal Highway Act, the sum of \$10,000,000 authorized to be appropriated for the fiscal year ending June 30, 1937, by the Act approved June 13, 1934. *Provided further*, That the Secretary of Agriculture shall incur obligations, approve projects, or enter into contracts under his apportionment and proration of this authorization, and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government, and the Secretary of Agriculture shall not be liable for the expenditures on account of any State or Territory shall at no time exceed his apportionment: *Provided further*, That this appropriation shall be available for the rental, purchase, or construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building purchased or constructed under this authorization shall not exceed \$2,500: *Provided further*, That during the fiscal year ending June 30, 1937, the expenditures on forest highways in Alaska shall not exceed \$200,000, and in the several States shall not exceed \$100,000. This title may be cited as the Department of Agriculture Appropriation Act, 1937.

Approved June 4, 1936.

AUTHORIZATION AND AMENDMENT OF JUNE 16, 1935

[49 Stat. 1519]

[PULLAO—No. 085—74TH CONGRESS]

AN ACT

To amend the Federal Aid Highway Act, approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of carrying out the provisions of the Federal Aid Highway Act, approved July 11, 1916, and the several Acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the following sums, to be expended according to the provisions of such Act as amended: The sum of \$125,000,000 for the fiscal year ending June 30, 1938, and the sum of \$600,000 for the fiscal year ending June 30, 1939. *Provided*, That all sums so appropriated shall be available for the construction, reconstruction, and improvement of roads and trails, inclusive of the construction, reconstruction, and improvement of roads and trails, to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of \$7,500,000 for the fiscal year ending June 30, 1938, and the sum of \$7,500,000 for the fiscal year ending June 30, 1939.

(b) On or before January 1 of each year, the Secretary of Agriculture shall apportion among the several States, as provided in section 21 of the Federal Highway Act, approved November 9, 1921, as amended and supplemented, the sum of \$895,000 for the fiscal year 1937, and the Secretary of Agriculture shall, in accordance with the provisions of the Federal Highway Act, apportion and prorate among the several States, Alaska, and Puerto Rico as provided in section 23 of said Federal Highway Act, the sum of \$10,000,000 authorized to be appropriated for the fiscal year ending June 30, 1937, by the Act approved June 13, 1934. *Provided further*, That the Secretary of Agriculture shall incur obligations, approve projects, or enter into contracts under his apportionment and proration of this authorization, and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government, and the Secretary of Agriculture shall not be liable for the expenditures on account of any State or Territory shall at no time exceed his apportionment: *Provided further*, That this appropriation shall be available for the rental, purchase, or construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building purchased or constructed under this authorization shall not exceed \$2,500: *Provided further*, That during the fiscal year ending June 30, 1937, the expenditures on forest highways in Alaska shall not exceed \$200,000, and in the several States shall not exceed \$100,000. This title may be cited as the Department of Agriculture Appropriation Act, 1937.

(c) The term "highway" as defined in the Federal Highway Act, approved November 9, 1921, as amended and supplemented, shall be deemed to include such main highways as may be designated by the State and approved by the Secretary of Agriculture within the fiscal year 1937 or 1938. The Secretary of Agriculture shall find with respect to any State that the proceeds of all special taxes on motor-vehicle transportation, as referred to in section 12 of the Act of June 13, 1934 (48 Stat. 963), are applied to highway purposes as defined in said section and shall further find that after having so applied such proceeds to such highway purposes other than construction there will be insufficient balance remaining for construction with which to match all, or any part, of the year-end Federal-aid funds appropriated to such State under the Federal Highway Act of 1921, as amended and supplemented, all, or such portion, of such apportionment as the State is unable to match shall be available for expenditure in such State in accordance with said Federal Highway Act without being matched by the State with State funds.

Sec. 2. For the purpose of carrying out the provisions of section 23 of the Federal Highway Act of 1921 there is hereby authorized to be appropriated for forest highways, roads, and trails the following sums, to be expended according to the provisions of such Act as amended and supplemented: The sum of \$14,000,000 for the fiscal year ending June 30, 1938; the sum of \$14,000,000 for the fiscal year ending June 30, 1939: *Provided*, That one-third, but not less than \$3,000,000, of the appropriation made for any fiscal year for carrying out the provisions of said section 23 may hereafter be expended for the purposes enumerated in the first paragraph of clause (a) of said section 23: *And provided further*, That on or before January 1 of each year the Secretary of Agriculture shall apportion and prorate among the several States, Alaska, and Puerto Rico as provided in section 23 of the Federal Highway Act, the sum of \$10,000,000 authorized to be appropriated for the fiscal year immediately following and the Secretary of Agriculture is authorized to approve projects under any such apportionment, and to incur obligations or enter into contracts under his apportionment and proration of the authorization, and his action in so doing shall be deemed a contractual obligation on the part of the Federal Government for the payment of the cost thereof.

Sec. 3. For the purpose of carrying out the provisions of section 8 of the Federal Highway Act of 1921 there is hereby authorized to be appropriated for the survey, construction, reconstruction, and maintenance of main roads through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations other than the forest reservations, the sum of \$2,500,000 for the fiscal year ending June 30, 1938, and the sum of \$2,500,000 for the fiscal year ending June 30, 1939, to remain available until expended.

Sec. 4. For the construction, reconstruction, and improvement of roads and trails, inclusive of the construction, reconstruction, and improvement of roads and trails, to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of \$7,500,000 for the fiscal year ending June 30, 1938, and the sum of \$7,500,000 for the fiscal year ending June 30, 1939.

Sec. 5. For the construction and maintenance of parkways, to give access to national parks, and national monuments, or to become connecting sections of a national parkway plan over lands to be acquired by the United States, there is hereby authorized to be appropriated the sum of \$10,000,000 for the fiscal year ending June 30, 1933, and the sum of \$10,000,000 for the fiscal year ending June 30, 1933, and the sum of \$10,000,000 for the fiscal year ending June 30, 1933. *Provided*, That the location of such parkways upon public lands, national forests, or other Federal reservations shall be determined by agreement between the department having jurisdiction over such lands and the National Park Service.

Sec. 6. For construction and improvement of Indian reservation roads under the provisions of the Act approved June 26, 1928, (45 Stat. 750) there is hereby authorized to be appropriated the sum of \$4,000,000 for the fiscal year ending June 30, 1933, and the sum of \$4,000,000 for the fiscal year ending June 30, 1933. *Provided*, That hereafter the location, type, and design of all roads constructed under the provisions of said Act of May 26, 1928, shall be approved by the Bureau of Public Roads before any expenditures are made thereon, and all such construction done by contract shall be under the general supervision of said Bureau.

Sec. 7. For the construction of any other authorizations which have been made, there is hereby authorized to be appropriated to the several States to be apportioned and expended under the provisions of the Federal Highway Act of 1921, as amended and supplemented: The sum of \$25,000,000 for the fiscal year ending June 30, 1933, and the sum of \$25,000,000 for the fiscal year ending June 30, 1933. *Provided*, That the sums herein authorized shall be applied to secondary or feeder roads, including farm-to-market roads, rural free delivery mail roads, and public-school bus routes.

Sec. 8. For the elimination of grade crossings, to provide for the safe and efficient operation of existing railroad grade-crossing structures, and the relocation of highways to eliminate grade crossings, there is hereby authorized to be appropriated, to be apportioned on or before the 1st day of January of each year preceding the fiscal year for which it is authorized among the several States (including the Territory of Hawaii and the District of Columbia) in accordance with the provisions of the Federal Highway Act of 1921, as amended and supplemented, the sum of \$50,000,000 for the fiscal year ending June 30, 1933, and the sum of \$50,000,000 for the fiscal year ending June 30, 1933. *Provided*, That the sums herein authorized shall be applied to the purpose of carrying out the provisions of the Federal Highway Act, or any Acts amendatory thereof or supplementary thereto, shall be approved for expenditure on any highway unless proper safety protective devices shall be installed or be in operation at any highway and railroad grade crossing or draw-bridge on that portion of the highway with respect to which such expenditures are to be made and said devices shall comply with the safety standards determined by the United States Bureau of Public Roads at that time as Sec. 9. With the approval of the Secretary of Agriculture, not to exceed 14 per centum of the amount apportioned for any year to any State under sections 1, 7, and 8 of this Act may be used for surveys, plans, engineering, and economic investigations of projects for future construction in such State, either on the Federal-aid highway system and extensions thereof or on secondary or feeder roads.

Sec. 10. (a) That all taxes levied by any State, Territory, or the District of Columbia on sales of gasoline and other motor fuels which are collected in the same manner and to the same extent upon such fuels when sold by, through post exchanges, ship stores, ship service stores, commissaries, filling stations, licensed traders, and other similar agencies, located on United States military or other reservations, when such fuels are not for the exclusive use of the United States. Such taxes, so levied, shall be paid to the proper taxing authorities of the State, Territory, or the District of Columbia, within whose borders the reservation affected may be located.

(b) The officer in charge of such reservation shall, on or before the fifteenth day of each month, submit a written statement to the proper taxing authorities of the State, Territory, or the District of Columbia, showing the amount of the exclusive use of the United States during the preceding month.

Approved June 16, 1933.

ACT EXTENDING FEDERAL AID TO PUERTO RICO

[40 Stat. 1891]

[Public—No. 708—74TH CONGRESS]

AN ACT

To extend the provisions of certain laws to the island of Puerto Rico

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That beginning with the fiscal year ending June 30, 1933, the Territory of Puerto Rico shall be entitled to share in appropriations now or which may hereafter become available for apportionment under the Act entitled "An Act to provide that the United States shall contribute to the construction of secondary or feeder roads, and other purposes", approved July 11, 1916, and any Act amendatory thereof or supplementary thereto, upon the same terms and conditions as any of the several States, and the Territory of Puerto Rico shall be included in the calculations to determine the basis of apportionment of such funds: *Provided*, That the system of roads on which Federal-aid apportionments to the Territory of Puerto Rico shall be expended may be determined and agreed upon by the highway department of said Territory, and the Secretary of Agriculture, and the Secretary of the Federal Highway Administration, and the Federal Highway Act respecting the selection and designation of such system of roads; and, when the system first determined and agreed upon shall have been completed, additions thereto may be made in like manner as funds become available for the construction and maintenance of such additions.

Approved, June 23, 1933.

AUTHORIZATION TO INVESTIGATE AND REPORT ON TRAFFIC CONDITIONS

[40 Stat. 1892]

[Public—No. 708—74TH CONGRESS]

AN ACT

To authorize the Secretary of Agriculture to investigate and report on traffic conditions, with recommendations for corrective legislation

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture is hereby authorized and directed to use during the fiscal years ending June 30, 1933, and June 30, 1934, such part as may be necessary of the administrative funds of the Department of Agriculture, not to exceed \$75,000, for study and research of traffic conditions and measures for their improvement, and to cooperate with Federal, State, District of Columbia, and municipal authorities, and other agencies, in connection with such study and research: *Provided*, That not to exceed \$5,000 of the said sum may be used for printing necessary for the purposes of the work authorized and directed by this paragraph.

Sec. 2. The Secretary of Agriculture is hereby authorized and directed to submit a report on the above study and research, and of the status of uniform motor-vehicle traffic laws throughout the country, and not later than June 30, 1937, to make a complete report with his recommendations, including suggestions for legislation, which will promote the necessary uniformity in such laws.

Approved, June 23, 1933.

FEDERAL LEGISLATION AND REGULATIONS

ELIMINATION OF GRADE CROSSINGS

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making appropriations for the Department of Agriculture and for the Farm Credit Administration for the fiscal year ending June 30, 1938, and for other purposes

UNITED STATES OF AMERICA

provisions of the Act of June 24, 1930 (U. S. C., title 23, sec. 3), \$2,500,000, to be immediately available and to remain available until expended, which sum is the amount authorized for the fiscal year 1938 by section 3 of the Act approved June 16, 1936 (49 Stat., p. 1320): *Provided*, That the authorization of \$2,500,000 for the survey, construction, reconstruction, and maintenance of public-lands highways may be applicable to the fiscal year 1938 by the Agricultural Reclamation Act fiscal year 1937, is hereby canceled.

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (U. S. C. title 23, section 23), including not to exceed \$115,260 for departmental personal services in the District of Columbia, \$115,260 for the acquisition of personal property, and the balance of the amount appropriated for the fiscal year 1933, \$350,000, which sum is hereby authorized to be appropriated for the fiscal year 1934, \$350,000, and to be apportioned for the fiscal year 1935, \$350,000, and to be apportioned for the fiscal year 1936, \$350,000, and to be apportioned for the fiscal year 1937, \$350,000, and to be apportioned for the fiscal year 1938 by the Act approved June 16, 1936, *Provided*, That this appropriation shall be available for the rental, purchase, or construction of buildings necessary for the storage of equipment and supplies used for road and trail, construction and maintenance of this authorization shall not exceed \$7,500; *Provided further*, That for each of the fiscal years ending June 30, 1938, and June 30, 1939, the apportionment for forest highways in Alaska shall be \$350,000 and the remainder of the sums which shall otherwise would be apportioned and prorated to Alaska for said fiscal years shall be reapportioned in the same manner and in the same proportion as the sums for the fiscal years ending June 30, 1936 and 1937, and the sums for the fiscal years ending June 30, 1938 and 1939 otherwise would be less than 1 per centum of the entire apportionment for forest highways; *Provided further*, That there shall be available from this appropriation not to exceed \$10,000 for the acquisition of land by purchase, condemnation, gift, grant, dedication, or otherwise, and for the construction, reconstruction, repair, and maintenance of buildings for the storage of equipment and supplies used for the acquisition, construction, and maintenance of buildings for the storage of equipment for use in the construction and maintenance of roads.

Approved June 29, 1937.

THE FEDERAL-AID HIGHWAY ACT OF 1938

[K2 Stat. 633]

AN ACT

To amend the Federal Aid Act, approved July 11, 1916, as amended and supplemented, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of carrying out the

provisions of the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, the following sums, to be expended according to the provisions of such Act as amended and supplemented: The sum of \$100,000,000 for the fiscal year ending June 30, 1940, and the sum of \$115,000,000 for the fiscal year ending June 30, 1941.

(c) All sums herein or hereafter authorized and apportioned to the States shall be available for expenditure for one year after the close of the fiscal year for which said sums, respectively, are authorized, and any sum remaining unexpended at the end of the period during which it is available for expenditure shall be reappropriated among the States as provided in section 21 of the Federal Highway Act (42 Stat. 217).

(c) Beginning with the fiscal year ending June 30, 1940, the District of Columbia shall be entitled to share in all sums herein or hereafter authorized and apportioned to the States, upon the same terms and conditions as any of the several States, and the District of Columbia shall be included in the calculations to determine the basis of apportionment of such funds: *Provided*, That the system of roads on which Federal-aid apportionments to the District of Columbia shall be expended may be determined and agreed upon by the highway department of the said District and the Secretary of Agriculture without regard to the limitations in section 6 of the Federal Highway Act (42 Stat. 213) respecting the selection and designation of such system of roads; and, when the system of roads is determined, the Secretary of Agriculture may cause appraisals thereof to be made in like manner as funds become available for the construction of such additions.

(c) Hereafter the construction of highways by the States with the aid of Federal funds may include such roadside and landscape development, including such sanitary and other facilities as may be deemed reasonably necessary to provide for the suitable accommodation of the public, all within the highway right-of-way and adjacent publicly owned or controlled recreational areas of limited size and with provision for convenient and safe access thereto by pedestrian and vehicular traffic, as may be approved by the Secretary of Agriculture.

(d) If within the fiscal years 1938 and 1939 the Secretary of Agriculture shall find with respect to any State (1) that the proceeds of all special taxes on motor vehicles for transportation, as referred to in section 12 of the Act of 1924, have been used for the purpose of financing the construction of such purposes as defined in said section; (2) that at least 90 per centum of such proceeds are applied to the administrative and operating expenses of the State highway department, the maintenance of the State and Federal-aid highway systems, and the payment of interest on, and the amortization of, bond obligations incurred by such State; and (3) that the portion of the proceeds of such taxes which are available for the purpose of financing the construction of such purposes as defined in said section, shall be at least 50 per centum of the total proceeds of such taxes, then the Secretary of Agriculture shall certify to the Secretary of the Treasury that the proceeds of such taxes shall be treated as if they were proceeds of the Federal income tax.

available for construction, together with funds available from other sources for highway purposes, will be insufficient to match all, or any part, of the regular and secondary Federal-aid road funds apportioned to such State for such fiscal years in accordance with the provisions of the Federal Highway Act (42 Stat. 212), as amended and supplemented, then such portion of the Federal-aid road funds as shall be insufficient to match the State is hereby deemed to match shall be made available for expenditure by such State in accordance with the Federal Highway Act without being matched by the State, and (c) the term "highway," as defined in the Federal Highway Act (42 Stat. 212), as amended and supplemented, shall be deemed to include that portion of any interstate or international bridge and the approaches thereto, the cost of which is borne by the Federal Government, and the construction of such facilities as may be required by the United States Customs and Immigration Service in connection with the operation of such bridge.

SEC. 2. For the purpose of continuing the provisions of section 7 of the Act of June 16, 1936 (40 Stat. 1521), there is hereby authorized to be appropriated the sum of \$13,400,000 for the fiscal year ending June 30, 1940, and the sum of \$15,000,000 for the fiscal year ending June 30, 1941; said sums to be expended on secondary or feeder roads, including farm-to-market roads, rural-free-delivery mail roads, and public-school bus routes.

Sec. 3. For the elimination of hazards to life at railroad grade crossings in including the separation or protection of grades at crossings, the reconstruction of existing railroad-grade-crossing structures, and the relocation of highways to eliminate grade crossings, there is hereby authorized to be appropriated, to be apportioned on or before the 1st day of January of each year preceding the year for which it is authorized among the several States in accordance with the following schedule: (a) For the fiscal year ending June 30, 1941, \$20,000,000; (b) for the fiscal year ending June 30, 1942, \$20,000,000; (c) for the fiscal year ending June 30, 1943, \$20,000,000; (d) for the fiscal year ending June 30, 1944, \$20,000,000; (e) for the fiscal year ending June 30, 1945, \$20,000,000; (f) for the fiscal year ending June 30, 1946, and the sum of \$20,000,000 for the fiscal year ending June 30, 1947.

Sec. 4. Not to exceed \$5,000,000 of any money herein or hereafter appropriated for expenditure in accordance with the provisions of the Federal Highway Act (42 Stat. 212) shall be available for expenditure by the Secretary of Agriculture, in accordance with the provisions of said Federal Highway Act, as an emergency-relief fund, after receipt of an application therefor from the highway department of any State, in the repair or reconstruction of highways and bridges on the system of Federal-aid highways, which he finds, after investigation, to have been destroyed by floods, hurricanes, earthquakes, or other natural causes, and there is hereby appropriated any sum or sums necessary to reimburse the funds so expended from time to time under the authority of this section.

Sec. 5. For the purpose of carrying out the provisions section 23 of the Federal Highway Act (42 Stat. 215), there is hereby authorized to be appropriated for forest highways, roads, and trails the following sums, to be available until expended in accordance with the provisions of said section 23: The sum of \$10,000,000 for the fiscal year ending June 30, 1940, and the sum of \$13,000,000 for the fiscal ending June 30, 1941. *Provided*, That the appropriation for forest highways in Alaska shall be \$400,000 for each of the fiscal years, and that such additional amount as otherwise would have been apportioned to Alaska for each of said fiscal years shall be apportioned by the Secretary of Agriculture among those States, including Puerto Rico, whose forest highway appropriation for such fiscal year otherwise would be less than 1 per centum of the entire appropriation for forest highways for that fiscal year. *Provided* further, That the Secretary of Agriculture may make appropriations among such States including Puerto Rico, for such fiscal years, for the purpose of carrying out such fiscal year otherwise would be less than 1 per centum of the entire appropriation for forest highways for that fiscal year without regard to the provisions of said section 23 relating to apportionments, but in no case shall the Secretary of Agriculture make apportionment to any State under this provision in excess of 20 per centum of the total of funds affected hereby.

Sec. 6. For the purpose of carrying out the provisions of section 3 of the Federal Highway Act (42 Stat. 212), as amended by the Act of June 24, 1939 (56 Stat. 446) (46 Stat. 805), there is hereby authorized to be appropriated for the improvement, reconstruction, and maintenance of main roads through unimproved, unincorporated or unreserved public lands, nontaxable Indian lands, or other Federal reservations other than the forest reservations the sum of \$1,000,000 for the fiscal year ending June 30, 1940, and the sum of \$2,000,000 for the fiscal year ending June 30, 1941, to remain available until expended.

Sec. 7. For the construction, reconstruction, and improvement of roads and trails, inclusive of necessary bridges, in the national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks, the sum of \$1,000,000 for the fiscal year ending June 30, 1940, and the sum of \$2,000,000 for the fiscal year ending June 30, 1941, to remain available until expended.

Sec. 8. For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred

FEDERAL, LEGISLATION AND REGULATIONS

and for other purposes," approved July 11, 1916 (29 Stat. 355-359), and all Act supplementary therof and supplementary thereto, to be expended in accordance with the provisions of said Act, as amended, including not to exceed \$1,120,000, for departmental personnel services in the District of Columbia, \$125,000,000, to be immediately available and to remain available until expended, which sum is the amount authorized to be available for the fiscal year 1988, by section 1 of the Act approved June 16, 1986 (50 Stat. 1510-1520); *Provided*, That none of the Act approved June 16, 1986 (50 Stat. 1510-1520) shall be construed to be held to create State or local government obligations.

of the money herein appropriated shall be paid to any State on account of any project on which convict labor shall be employed, except this provision shall not apply to convict labor performed by convicts on parole or probation: *Provided, further*, That not to exceed \$45,000 of the funds provided for carrying out the provisions of the Federal Highway Act of November 9, 1921 (23 U. S. C. 310) shall be available for the purchase of motor-crenelled passenger-carrying trucks.

21, 23) shall be available for the purchase of motor-propelled passenger-carrying vehicles necessary for carrying out the provisions of said Act, including the replacement of not to exceed one such vehicle for use in the administrative work of the Bureau of Public Roads in the District of Columbia at a cost, including the exchange value of the vehicle to be replaced, not to exceed \$2,900: *Provided further*, That, during the fiscal year 1983, whenever performing authorized engineering or other services in connection with the survey, construction, and

engineering or other services in connection with the survey, construction, and maintenance, or improvement of roads for other Government agencies, the charge for such services may include depreciation on engineering equipment, building equipment used, and the amounts expended for the purchase of materials and supplies. *Provided further*, That during the fiscal year 1939 the appropriations for the work of the Bureau of Public Roads shall be available for meeting the expenses of warehouse maintenance and the procurement, care, and handling of supplies, materials, and equipment stored therein for distribution to projects under the supervision of the Bureau

stored therein for distribution to projects under the supervision of the Bureau of Public Roads, and for sale and distribution to other Government activities, the cost of such supplies and materials or the value of such equipment (including the cost of transportation and handling) to be reimbursed to appropriations for the project.

current at the time additional supplies, materials, or equipment are procured, from the appropriation chargeable with the cost or value of such supplies, materials, or equipment: *Provided further*, That the appropriations available to the Bureau of Public Roads may be used in emergency for medical supplies and services and other assistance necessary for the immediate relief of employees engaged on hazardous work under that Bureau.

For secondary or feeder roads, including farm-to-market roads, rural free delivery mail roads, and public-school bus routes, \$20,000,000, to be immediately

ELIMINATION OF GRADE CROSSINGS

The elimination of hazards to life of railroad grade crossings, including

of grades at crossings, the

grade crossings, \$40,000,000, to be immediately available and to remain available until expended, which sum is the remainder of the \$50,000,000 authorized to be

PTBTRICLANDS HIGHWAYS

For the survey, construction, reconstruction, and maintenance of main roads

or other Federal reservations other than the forest reservations, under the provisions of the Act of June 24, 1930 (23 U. S. C. 3), \$2,500,000, to be immediately available and to remain available until expended, which sum is the amount authorized for the fiscal year 1939 by section 3 of the Act approved June 16, 1936 (49 Stat. 1520).

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (23 U. S. C. 23), including not to exceed \$59,500 for departmental personal services in the District of Columbia, \$14,000,000, which sum consists of the balance of the amount authorized to be appropriated for the fiscal year 1938 and \$7,000,000 of the amount authorized to be appropriated for the fiscal year 1939 and to remain available until expended: *Provided*, That this amount shall be available for the rental, purchase, or construction of buildings necessary for the storage of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building purchased or constructed under this authorization shall not exceed \$1,500: *Provided further*, That there shall be available from this appropriation not to exceed \$50,000 for the completion of construction of buildings at Beaver, Colorado, for the storage of equipment of Government equipment for use in the construction and maintenance of roads.

* * * * *
Approved, June 16, 1938.

AGRICULTURAL APPROPRIATION ACT OF JUNE 30, 1939

[PUBLIC—No. 159—76TH CONGRESS]

[CHAPTER 253—1ST SESSION]

[H. R. 5293]

AN ACT

Making appropriations for the Department of Agriculture and for the Farm Credit Administration for the fiscal year ending June 30, 1940, and for other purposes.

BUREAU OF PUBLIC ROADS

General administrative expenses: For the employment of persons and means, including rent, in the city of Washington and elsewhere for the purpose of conducting investigations and studies, either independently or in cooperation with State highway departments, for the purpose of determining the needs of highway administration, legislation, finance, economics, transport, construction, operation, maintenance, utilization, and safety, and of street and highway traffic control; investigations and experiments in the best methods of road making, especially by the use of local materials; and studies of types of mechanical plants and appliances used for road building and maintenance and of methods of road repair and maintenance suited to the needs of different localities: for maintenance of State departmental highways; for furnishing expert advice on these subjects; for collecting and publishing data and reports; for the preparation of maps, publishing and distributing bulletins and reports; to be paid from any moneys available from the administrative funds provided under the Act of July 11, 1916 (39 Stat. 555-559), as amended, or as otherwise provided.

FEDERAL-AID HIGHWAY SYSTEM

For carrying out the provisions of the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads for other purposes", approved July 11, 1916 (39 Stat. 555-559), and all Acts amendatory thereof and supplementary thereto, to be expended in accordance with the provisions of said Act, as amended, including not to exceed \$1,120,000 for departmental personal services in the District of Columbia, \$125,000,000, to be immediately available and to remain available until expended, which sum is the amount authorized to be appropriated for the fiscal year 1939, by section 1

of the Act approved June 16, 1938 (49 Stat. 1510-1520): *Provided*, That none of the money herein appropriated shall be paid to any State on account of any project on which convict labor shall be employed, except this provision shall not apply to convict labor performed by convicts on parole or probation: *Provided further*, That not to exceed \$45,000 of the funds provided for carrying out the provisions of the Federal Highway Act of November 9, 1921 (23 U. S. C. 21, 23), shall be available for the purchase of motor-propelled passenger-carrying vehicles necessary for carrying out the provisions of said Act, including the replacement of not more than one such vehicle for use in the administration of the Bureau of Public Roads: *Provided further*, That, during the fiscal year 1940 whenever performing authorized engineering or other services in connection with the survey, construction, and maintenance, or improvement of roads for other Government agencies the charge for such services may include depreciation on engineering and road-building equipment used, and the amounts received on account of such charges shall be credited to the appropriations concerned: *Provided further*, That during the fiscal year 1940 the appropriations for the work of the Bureau of Public Roads shall include the expenses of the warehouses and the maintenance and the procurement of equipment and supplies, and the equipment stored therein for distribution to projects under the supervision of the Bureau of Public Roads, and for sale and distribution to other Government activities, the cost of such supplies and materials or the value of such equipment (including the cost of transportation and handling) to be reimbursed to appropriations current at the time additional supplies, materials, or equipment are procured, from the appropriation chargeable with the cost or value of such supplies, materials, or equipment: *Provided further*, That the appropriation for the purchase of motor-propelled passenger-carrying vehicles shall be for medical supplies and services and other assistance necessary for the immediate relief of employees engaged on hazardous work under that Bureau.

FEDERAL-AID SECONDARY OR FEEDER ROADS

For secondary or feeder roads, including farm-to-market roads, rural free delivery mail roads, and public school bus routes, \$25,000,000, to be immediately available and to remain available until expended, which sum is the amount authorized to be appropriated for the fiscal year 1939 by section 7 of the Act approved June 16, 1938 (49 Stat. 1521).

ELIMINATION OF GRADE CROSSINGS

For the elimination of hazards to life at railroad grade crossings, including the separation or proceeding of grades at crossings, the reconstruction of crossings, the elimination of crossings, the reconstruction of crossings, and the elimination of grade crossings, \$40,000,000, to be immediately available and to remain available until expended, which sum is part of the \$50,000,000 authorized to be appropriated for the fiscal year 1939 by section 8 of the Act approved June 16, 1938 (49 Stat. 1521).

PUBLIC-LANDS HIGHWAYS

For the survey, construction, reconstruction, and maintenance of main roads through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations other than the forest reservations, under the provisions of the Act of June 24, 1930 (23 U. S. C. 3), \$1,000,000, to be immediately available and to remain available until expended, which sum is the amount authorized for the fiscal year 1940 by section 6 of the Act approved June 8, 1938 (52 Stat. 635).

Total, Bureau of Public Roads, \$191,000,000.

* * * * *

FOREST ROADS AND TRAILS

For carrying out the provisions of section 23 of the Federal Highway Act approved November 9, 1921 (23 U. S. C. 23), including not to exceed \$59,500 for departmental personal services in the District of Columbia, \$10,000,000, which

sum consists of the balance of the amount authorized to be appropriated for the fiscal year 1939 by the Act approved June 16, 1939 (49 Stat. 1526), and \$3,000,000 of the amount authorized to be appropriated for the fiscal year 1940 by the Act approved June 8, 1939 (51 Stat. 1023). The amount so appropriated shall be retained available until expended. *Provided*, That this appropriation shall be available for the purchase, or construction of buildings necessary for the accommodation of personnel, or the purchase of land, or the purchase of equipment and supplies used for road and trail construction and maintenance, but the total cost of any such building purchased or constructed under this authorization shall not exceed \$7,500.

Approved, June 30, 1939.

REORGANIZATION PLAN NO. 1

Prepared by the President and transmitted to the Senate and the House of Representatives in Congress assembled April 3, 1939, and approved by the Senate and the House of Representatives on April 3, 1939, and made effective on July 1, 1939, by a Joint Resolution of Congress adopted June 1, 1939.

PART 2. FEDERAL WORKS AGENCY

SECTION 301. Federal Works Agency.—(a) The Bureau of Public Roads in the Department of Agriculture, its functions and personnel (including the Civilian Conservation Corps) shall be transferred from the Department of the Interior to the Department of the Interior in the Treasury Department and its functions and personnel are transferred from the Treasury Department to the Federal Works Agency. The functions and personnel of the National Park Service in the Department of the Interior and its functions and personnel (except those relating to monuments and memorials), and the functions of the National Park Service in the Department of Columbia in the Department of the Interior, shall be transferred to the Federal Works Agency. The functions and personnel of the National Youth Administration shall be transferred from the Department of the Interior to the Federal Works Agency, and the personnel engaged exclusively in the administration of such functions, and the United States Housing Authority in the Department of the Interior and its functions and personnel (including the Federal Housing Administration and its functions) shall be transferred from the Federal Works Agency to the Federal Works Administration. The Federal Works Agency shall be known as the Federal Works Agency, with a Federal Works Administrator at the head thereof. The Federal Works Administrator shall be appointed by the President, by and with the advice and consent of the Senate, and shall receive a salary at the rate of \$12,000 per annum. He shall have general consolidated and supervision over the administration of the several agencies consolidated into the Federal Works Agency by this section and shall be responsible for the coordination of their functions. The Federal Works Administrator shall appoint an Assistant Federal Works Administrator, who shall receive a salary at the rate of \$9,000 per annum, and he may also appoint such other personnel and make such expenditures as may be necessary.

(c) The Assistant Administrator shall act as Administrator during the absence or disability of the Administrator, or in the event of a vacancy in that office, and shall perform such other duties as the Administrator shall direct.

The several agencies and functions consolidated by this section in the Federal Works Agency shall carry with them their personnel.

Sec. 302. Public Roads Administration.—(a) The Bureau of Public Roads and its functions shall be administered as the Public Roads Administration at the head of which shall be the Chief of the Bureau of Public Roads whose title shall be changed to Commissioner of Public Roads. Hereafter the Com-

missioner of Public Roads shall be appointed by the Federal Works Administrator.

(b) All functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads are hereby transferred to, and shall be exercised by, the Federal Works Administrator.

AID IN FREING TOLL BRIDGES ON FEDERAL-AID SYSTEM

[PUBLIC—No. 195—70TH CONGRESS]

[CHAPTER 323—1ST SESSION]

[S. 1109]

AN ACT

To amend the Act entitled "An Act to aid the several States in making, or for having made, certain toll bridges on the system of Federal-aid highways free bridges, and for other purposes," by providing that funds available under such Act may be used to match regular and secondary Federal-aid road funds, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act to aid the several States in making, or for having made, certain toll bridges on the system of Federal-aid highways free bridges, and for other purposes," approved August 14, 1937, is hereby amended to read as follows:

That in the case of any toll bridge, State or political subdivision or subdivider, in the construction of which prior to July 1, 1941, shall have constructed or constructed any toll bridges on the approved system of Federal-aid highways, and which has caused or shall, prior to July 1, 1941, cause any such toll bridge or toll bridges, to be made free, the Federal Works Administrator shall be, and he is hereby, authorized to pay out of the regular and secondary Federal-aid road funds appropriated to such State not to exceed 50 per centum of such amount as may be approved by the Federal Works Administrator, to be used for the construction of Federal-aid highways, which shall be at least: *Provided*, That no payment of Federal-aid road funds shall be made on account of any such bridge which is constructed in accordance with plans and specifications which would meet the standards required by the Secretary of Agriculture at the time such bridge was constructed, nor on account of any bridge the construction of which was completed prior to March 3, 1927: *And provided further*, That no such payment shall be made which will exceed 50 per centum of the reasonable replacement cost of the labor and materials with which the bridge was constructed. The construction of such bridge, however, value or cost, shall be least, and any amount so paid on account of any such bridge from regular Federal-aid road funds shall be used for matching unobligated regular Federal-aid road funds available to the State for expenditure in the improvement of highways on the system of Federal-aid highways, and any amount so paid on account of any such bridge from secondary Federal-aid road funds shall be used for matching unobligated secondary Federal-aid road funds available to the State for expenditure in the improvement of secondary Federal-aid highways.

Sec. 10. That the Secretary of the Federal Aid Highway Act of 1938 is hereby amended to read as follows:

"Sec. 10. With the approval of the Federal Works Administrator not to exceed 1½ per centum of the amount apportioned for any year to any State under the Federal Highway Act, as amended and supplemented, except sections 3 and 23 thereof, shall hereafter be used with or without State funds for surveys, plans, engineering, and economic investigations of projects for Federal-aid highways on such State, either on the Federal-aid highway system and extensions thereof or on secondary Federal-aid roads or grade-crossing eliminations."

Approved, July 19, 1939.

REGULATION OF TOLLS ON BRIDGES ACROSS RED RIVER

[44 STAT. 1451]

An Act To regulate tolls charged for transit over highway bridges across the Red River between the States of Oklahoma and Texas

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when tolls are charged for the transit over any highway bridge across the Red River between the States of Oklahoma and Texas of persons, animals, cars, vehicles, or other property, such tolls shall be just and equitable. The Secretary of War is authorized to make his own initiative, without complaint, and after notice and hearing, at any time and from time to time prescribe the just and reasonable rates of toll for such transit over such bridges, and the rates so prescribed shall be the legal rates and shall be the rates demanded and received for such transit.

Approved, March 4, 1927.

APPROPRIATIONS FOR ROADS ON INDIAN RESERVATIONS AUTHORIZED

[45 STAT. 750]

An Act To authorize an appropriation for roads on Indian reservations

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That appropriations are hereby authorized out of any money in the Treasury not otherwise appropriated for material, equipment, supervision and engineering, and the employment of Indian labor in the survey, construction, and maintenance of roads on Indian reservations, for which no other appropriation is available, under such rules and regulations as may be prescribed by the Secretary of the Interior.

Approved, May 26, 1928.

USE OF FEDERAL PRISONERS IN ROAD CONSTRUCTION AND FOR OTHER PURPOSES AUTHORIZED

[46 STAT. 391]

An Act To provide for the diversification of employment of Federal prisoners, for their training and schooling in trades and occupations, and for other purposes

Sec. 2. The Attorney General may make available the services of United States prisoners to the heads of the several departments under such terms, conditions, and regulations as he may deem proper for the purpose of constructing or repairing roads the cost of which is borne exclusively by the United States; clearing, maintaining, and reforesting public lands; building levees; and for constructing or repairing any other public works or works which are or may be financed wholly or in major part by funds appropriated from the Treasury of the United States. To carry out the purpose of this section the Attorney General may establish, equip, and maintain camps upon sites selected and viewed in accordance with the laws of the United States or transfer thereto any person convicted of any offense against the laws of the United States. The expenses of transferring and maintaining prisoners at such camps shall be paid from the appropriation "Support of United States prisoners," and said appropriation may, in the discretion of the Attorney General, be reimbursed for such expenses.

Approved, May 27, 1930.

MISCELLANEOUS LEGISLATION

AUTHORIZATION OF ROAD CONSTRUCTION IN NATIONAL PARKS

[43 STAT. 90]

An Act Authorizing the construction, reconstruction, and improvement of roads and trails, inclusive of necessary bridges, in the national parks and monuments under the jurisdiction of the Department of the Interior

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior, in his administration of the National Park Service, is hereby authorized to construct, reconstruct, and improve roads and trails, inclusive of necessary bridges, in the national parks and monuments under the jurisdiction of the Department of the Interior.

2. That for such purposes, including the making of necessary surveys and plans, there is hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, the following sums, to be available until expended: The sum of \$2,500,000 for the fiscal years ending June 30, 1924, and June 30, 1925; the sum of \$2,500,000 for the fiscal year ending June 30, 1926; and the sum of \$2,500,000 for the fiscal year ending June 30, 1927.

3. That the Secretary of Agriculture is authorized to make expenditures for distribution to the several States of the United States of not more than 10 per centum authorized by the act approved August 10, 1921 (Forty-second Statutes at Large, page 213) at exceeding 5 per centum of the material, equipment, and supplies hereafter received from the Secretary of War, and to transfer said material, equipment, and supplies to the Secretary of the Interior for use in constructing, reconstructing, improving, and maintaining roads and trails in the national parks and monuments: *Provided,* That no charge shall be made for such transfer except such sums as may be agreed upon as being reasonable charges for freight, handling, and conditioning for efficient use.

Approved, April 9, 1924.

SECRETARY OF AGRICULTURE AUTHORIZED TO PERFORM ENGINEERING SERVICES FOR OTHER FEDERAL AGENCIES

[44 STAT. 937]

An Act Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1925, and for other purposes

The Secretary of Agriculture is authorized to expend not to exceed \$15,000 of the administrative fund provided by the Federal Aid Road Act of July 11, 1916, as amended, for supervising the preparation, distribution, and use of plastic acid, trinitrotolol, trojan powder, and such other surplus explosives in cooperation with the several departments and agencies, and for investigating operations and methods of the several departments and other agencies, and for investigating and trying upon the results obtained from the use of the explosives: *Provided,* That expenditures hereunder shall be reimbursed to the administrative fund by charge to other Federal activities, agricultural colleges, or other agencies to which the explosives are distributed: *Provided further,* That hereafter, the Secretary of Agriculture is authorized upon the request of any branch of the Federal Government, to perform any engineering service of roads, sections with the several departments and agencies, and employees so engaged and of the cost of transportation, repairs, and replacements of equipment and supplies of the Department of Agriculture used in such work to be made by transfer of funds in the manner provided by section 7 of the Act approved May 21, 1920 (Forty-first Statutes, page 613).

Approved, January 18, 1927.

REGULATION OF TOLLS OVER CERTAIN BRIDGES PROVIDED

[46 Stat. 821]

An Act To provide for the regulation of tolls over certain bridges

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled "An act to amend the act of March 3, 1893, relating to the regulation of tolls over certain bridges," approved March 23, 1906, be amended, or repeal such act, shall, in respect of the regulation of all tolls, be subject to the provisions of the act entitled "An act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Sec. 2. The right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, June 27, 1906.

PROVISION FOR NATIONAL-PARK APPROACHES

[46 Stat. 1033]

An Act To amend the act of April 9, 1924, so as to provide for national-park approaches

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled "An act to amend the act of April 9, 1924, relating to the construction of approaches to national parks and monuments under the jurisdiction of the Department of the Interior" (43 Stat. 90; U. S. C. title 16, p. 390, sec. 8), approved April 9, 1924, is hereby amended by adding the following:

"Sec. 4. Whenever the Secretary of the Interior shall determine it to be in the public interest he may designate as national-park approach roads and as supplementary parts of the highway systems of any of the national-parks roads whose primary value is to carry national-park travel and which lead across lands owned or controlled by the United States and which will connect the highways within a national park with a convenient point on or leading to the Federal 7 per centum highway system: *Provided*, That such approach roads so designated shall be limited to not to exceed sixty miles in length between a park gateway and such point on or leading to the nearest convenient 7 per centum system road; or, if such approach road is on the 7 per centum system, it shall be limited to not to exceed thirty miles: *Provided further*, That not to exceed forty miles of any one approach road shall be designated in any one national park."

"Sec. 5. The Secretary of the Interior is hereby authorized during the fiscal years 1932 and 1933 to construct, reconstruct, and improve such national-park approach roads so designated, inclusive of necessary bridges, and to enter into agreements for the maintenance thereof by State or county authorities, or to maintain them when otherwise necessary, as well as hereafter to construct, reconstruct, and improve roads and trails within the national parks and national monuments; and for all such purposes there is hereby authorized to be appropriated, out of the Treasury and subject to the fiscal year ending June 30, 1932, the sum of \$7,500,000 for the fiscal year ending June 30, 1933: *Provided*, That under agreement with the Secretary of the Interior the Secretary of Agriculture may carry out any or all of the provisions of this section: *Provided further*, That not to exceed \$1,500,000 shall be allocated annually for the construction, reconstruction, and improvement of such national-park approach roads: *And provided further*, That nothing in this act shall be construed to limit the authority of the Secretary of the Interior to reconstruct, reconstruct, reconstruct, improve, and improve such approach roads and trails within the national parks and monuments."

"Sec. 6. Whenever any such approach road is proposed under the terms of this act across or within any national forest the Secretary of the Interior shall secure the approval of the Secretary of Agriculture before construction shall begin."

Approved, January 31, 1931.

PURCHASE OF ARTICLES, MATERIALS, AND SUPPLIES MINED OR PRODUCED IN THE UNITED STATES

[47 STAT. 1520]

AN ACT

Making appropriations for the Treasury and Post Office Departments for the fiscal year ending June 30, 1934, and for other purposes.

TITLE III

SECTION 1. That when used in this title—

(a) The term "United States," when used in a geographical sense, includes the United States and any place subject to the jurisdiction thereof;

(b) The term "public building or work of the United States," shall mean any public building or work of the United States, the District of Columbia, Hawaii, Alaska, Puerto Rico, the Philippine Islands, American Samoa, the Canal Zone, and the Virgin Islands.

Sec. 2. Notwithstanding any other provision of law, and unless the head of the department or independent establishment concerned shall determine it to be inconsistent with the public interest, or the cost to be unreasonable, only such unmanufactured articles, materials, and supplies as articles, materials, and supplies in the United States have been mined or produced, and such articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States, shall be acquired for public use. This section shall not apply with respect to articles, materials, or supplies for use outside the United States, or if articles, materials, or supplies of the class or kind to be used or the articles, materials, or supplies from which they are manufactured are not mined, produced, or manufactured, as the case may be, in the United States in suitable quality.

Sec. 3. (a) Every contract for the construction, alteration, or repair of any public building or public work in the United States growing out of an appropriation heretofore made or hereafter to be made shall contain a provision that in the performance of the work the contractor, subcontractors, materialmen, or suppliers shall use only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and such articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States except as provided in section 2: *Provided, however*, That if the head of the department or independent establishment making the contract shall find that in respect to some particular articles, materials, or supplies it is impracticable to make such requirement or that it would unreasonably increase the cost, an exception shall be noted in the specification or schedule of items which justified the exception, and (b) If the head of a department, bureau, agency, or independent establishment which has made any contract containing the provision required by subsection (a) finds that in the performance of such contract there has been a failure to comply with such provisions, he shall make public his findings, including therein the name of the contractor obligated under such contract, and no other contract for the construction, alteration, or repair of any public building or public work in the United States, or the construction, alteration, or repair of any contract in the United States, or the construction, alteration, or repair of any such contract, is associated or affiliated, within a period of three years after such finding is made public.

Sec. 4. This title shall take effect on the date of its enactment, but shall not apply to any contract entered into prior to such effective date.

Sec. 5. If any provision of this act, or the application thereof to any person or circumstances, is held invalid, the remainder of the act, and the application thereof to other persons or circumstances, shall not be affected thereby.

Approved March 3, 1933.

neglect or refuse to attend and testify, or to answer any lawful inquiry, or to produce books, papers, or documents, if in his power to do so, in obedience to a subpoena issued under this Act, shall, upon conviction thereof, be punished by a fine of not more than \$1,000 or by imprisonment for not more than one year, or by both such fine and imprisonment.

Sec. 5. In any case where there is in effect a toll prescribed by an order issued under section 2, for passage or transit over any bridge to which this Act applies, any person who demands or collects a toll for such passage or transit in excess of that so prescribed shall, upon conviction thereof, be punished by a fine of not to exceed \$1,000 or by imprisonment for not more than one year, or by both such fine and imprisonment.

Approved, August 21, 1885.

CONTRACTS TO BE ACCOMPANIED BY A PERFORMANCE BOND FOR PROTECTION OF LABORERS AND PERSONS FURNISHING MATERIALS

[49 STAT. 703]

Respective contracts for the construction, alteration, and repair of any public building or work of the United States, or for the construction, alteration, or repair of any public building or work of the United States and by an additional bond for the protection of persons furnishing material and labor for the construction, alteration, or repair of said public building or public work.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) before any contract, exceeding \$2,000 in amount, for the construction, alteration, or repair of any public building or work of the United States is awarded to any person, such person shall submit with the contract the following bonds, which shall become binding upon the award of the contract to such person, who is hereinafter designated as "contractor":

(1) A performance bond with a surety or sureties satisfactory to the officer awarding such contract, and in such amount as he shall deem adequate, for the protection of the United States.

(2) A payment bond with a surety or sureties satisfactory to such officer for the protection of all persons supplying labor and material in the prosecution of the contract, and in such amount as he shall deem adequate, for the protection of the total amount payable by the contractor for the use of each such person. Whenever the total amount payable by the contractor shall be in a sum of more than \$1,000,000 the said payment bond shall be in a sum of not less than \$5,000,000. Whenever the total amount payable by the terms of the contract shall be more than \$1,000,000 and not more than \$5,000,000, the said payment bond shall be in a sum of 40 per centum of the total amount payable by the terms of the contract. Whenever the total amount payable by the terms of the contract shall be more than \$5,000,000 the said payment bond shall be in a sum of not less than \$2,000,000.

(3) The contracting officer in respect of any contract is authorized to waive the requirement of a performance bond and payment bond for so much of the work under such contract as is to be performed in a foreign country if he finds that it is impracticable for the contractor to furnish such bonds.

(c) Nothing in this section shall be construed to limit the authority of any contracting officer to require a performance bond or other security in addition to the bonds, or in cases other than the cases specified in subsection (a) of this section.

Sec. 2. (a) Every person who has furnished labor or material in the prosecution of the work provided for in such contract, in respect of which a payment bond is furnished under this Act and who has not been paid in full therefor before the expiration of a period of ninety days after the day on which the last of the labor was done or performed by him or material was furnished or supplied by him for which such claim is made, shall have the right to sue on or enforce such payment bond, and to prosecute said action to final judgment, and to institute such suit and to prosecute said action to final judgment at the time of institution of such suit and to prosecute said action to final judgment

TO PROVIDE THAT TOLLS ON CERTAIN BRIDGES SHALL BE JUST AND REASONABLE

[49 STAT. 670]

AN ACT

To provide that tolls on certain bridges over navigable waters of the United States shall be just and reasonable, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter no toll shall be levied or exacted over any bridge over any of the navigable waters of the United States, if such bridge is used for purposes of travel or transportation in interstate or foreign commerce, shall be just and reasonable; but the provisions of this Act shall not apply to any bridge subject to the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1866, as amended, nor to any bridge built under the authority of the legislation of the United States, nor to any bridge over any of the navigable waters of which he wholly within the limits of the same State, nor to any bridge on which the tolls are prescribed by a contract entered into by or with any State or political subdivision thereof, or any municipality.

Sec. 2. The Secretary of War is authorized, either upon complaint or upon his own initiative, to conduct an inquiry at any time for the purpose of determining whether any toll charged for passage or transit over any bridge to which this Act applies is in violation of the provisions of section 1, and if he finds that such toll is in violation of the provisions of section 1, and if he has opportunity for hearing, that such toll is in violation of such provisions he is authorized to suspend the collection of such toll, and by order to prescribe what will be the just and reasonable toll to be collected, and after such order takes effect it shall be unlawful to collect a toll for such passage or transit in excess of that so prescribed. Any such order shall take effect upon the expiration of thirty days after its issuance.

Sec. 3. Any order issued under section 2 may be reviewed by the Court of Appeals of the District of Columbia, or the circuit court of appeals for any circuit in which the bridge in question is wholly or partly located, if a petition for such review is filed in the court so designated within thirty days after the date of the order. The petition for such review shall be subject to review by the Supreme Court of the United States upon certiorari in the manner provided in section 240 of the Judicial Code, as amended. The review by such courts shall be limited to questions of law, and the findings of fact by the Secretary of War, if supported by substantial evidence, shall be conclusive. Upon such review, such courts shall have power to affirm or, if inconsistent with the law, to modify or to reverse the order, or, if inconsistent with the law, to affirm the order with or without modification of its provisions under this Act.

Sec. 4. In the execution of his functions under this Act, the Secretary of War, or any officer or employee designated by him, is authorized to hold hearings, to examine witnesses, and receive evidence at any place designated by him, and to administer oaths and affirmations, and require by subpoena the attendance and testimony of witnesses and the production of books, papers, and documents from any place in the United States. In any case of disobedience to any such subpoena, the Secretary of War may invoke the aid of any court of the United States in requiring the attendance of witnesses and the production of books, papers, and documents. No person shall be held in contempt of court and testifying or from producing books, papers, and documents in any inquiry under this Act, or in obedience to any such subpoena, or in any case, or proceeding, criminal or otherwise, based upon or arising under this Act, on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to a penalty or forfeiture, or that such individual shall be prosecuted or subjected to any punishment or penalty, or that he may be embarrassed in his business or other concerns which he is compelled, after having received notice and opportunity for self-incrimination, to testify or produce evidence, documentary or otherwise, except that any individual so testifying shall not be exempt from prosecution and punishment for perjury committed in so testifying. Any person who shall

*50 in original.

designated as "agencies of the United States"), if otherwise valid and acceptable, shall be rejected because made subject to the provisions of any code of fair competition, or any related requirements (as provided in Executive Order Numbered 6946 of March 14, 1934). If the bidder, with the assent of his surety, shall agree in writing that the contract, if entered into, shall, in lieu of such code provisions or other related requirements, be subject to all Acts of Congress, enacted after the date of enactment of this joint resolution, regarding the observance of minimum wages, hours, and other labor relations, to be enforced by the Federal Bureau of Investigation, and by the United States. In such cases the compensation provided for in the contracting shall be reduced from that stated in the bid by the amount for the contractor not complying with the contract. The Comptroller General, shall find the cost of performing the contract is reduced solely by reason of the contractor not complying with the provisions of such code or codes or related requirements, and the compensation for the performance of the contract shall be increased by the amount that fixed in the contract by the amount that the contractor is subject to, after the contract has been increased solely by reason of compliance with such subsequent Acts of Congress, if any, relating to the performance of contracts with agencies of the United States.

Approved, August 29, 1935.

AMENDING ACT RELATING TO WAGES FOR LABORERS AND MECHANICS

[49 STAT. 1011]

[PUBLIC—No. 403—74TH CONGRESS]

AN ACT

To amend the Act approved March 3, 1931, relating to the rate of wages for laborers and mechanics employed by contractors and subcontractors on public buildings

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act relating to the rate of wages for laborers and mechanics employed on public buildings of the United States or the District of Columbia by contractors or subcontractors, and for other purposes", approved March 3, 1931, is amended to read as follows:

"That the advertised specifications for every contract in excess of \$2,000, to which the United States or the District of Columbia is a party, for construction, alteration, and/or repair, including painting and decorating, of public buildings or public works of the United States or the District of Columbia within the geographical limits of the United States or the District of Columbia, shall require or involve the payment of minimum wages to be paid various classes of laborers and mechanics which shall be based upon the wages that will be determined by the Secretary of Labor to be prevailing for the corresponding classes of laborers and mechanics employed on projects of a character similar to the contract work in the city, town, village, or other civil subdivision of the State in which the work is to be performed, or in the District of Columbia if the work is to be performed there; and every contractor or his subcontractor shall contain a stipulation that he and his subcontractor or his subcontractors shall not employ any laborers or mechanics employed directly upon the site of the work conditionally and not less often than once a week, and without subsequent deduction or rebate on any account, the full amounts accrued at the time of payment, computed at wage rates not less than those stated in the advertised specifications, regardless of any contractual relationship which may be alleged to exist between the contractor or subcontractor and such laborers and mechanics; and that the sale of wages to be paid shall be made by the contractor in a prominent and easily accessible place on the site of the work; and the further stipulation that there may be withheld from the contractor so

and judgment for the sum or sums justly due him: *Provided, however,* That any person having direct contractual relationship with a subcontractor shall not contractual relationship express or implied with the contractor furnishing said contract bond shall have a right of action upon the said payment bond upon giving written notice to the contractor, and the contractor shall be liable on said bond only if he did or performed the last of the labor or furnished or supplied the last of the material for which such claim is made, stating with substantial accuracy the amount claimed and the name of the party to whom the material was furnished or supplied or for whom the labor was done or performed. Such notice shall be served by mailing the same by registered mail, postage prepaid, in an envelope addressed to the contractor at any place he maintains an office or conducts his business, together with a copy for the contractor, in which the said notice is so served, which the public improvement agency shall be authorized by law to serve summons.

(b) Every suit instituted under this section shall be brought in the name of the United States for the use of the person suing, in the United States District Court for any district in which the contract was to be performed and executed and not elsewhere, irrespective of the amount in controversy in such suit, but no such suit shall be commenced after the expiration of one year after the date of final settlement of such contract. No such suit shall not be the sole remedy for the recovery of such sums or expenses of any such suit. (3) The Comptroller General is authorized and directed to furnish, to any person making application therefor who submits an affidavit that he has supplied labor or materials for such work and payment therefor has not been made or that he is being sued on any such bond, a certified copy of such bond and the contract for which it was given, which copy shall be prima facie evidence of the contents, execution, and delivery of the original, and, in the settlement of such contract, the copy shall be conclusive as to the date of the payment of such contract. (4) The Comptroller General shall pay for such certified copies and certified statements such fees as he may deem proper. (5) The Comptroller General shall fix the cost of preparation thereof.

Sec. 4. The term "person" and the masculine pronoun as used throughout this Act shall include all persons whether individuals, associations, copartnerships, or corporations.

Sec. 5. This act shall take effect upon the expiration of sixty days after the date of its enactment, bids issued on or before the date it takes effect, or to any persons or bonds in respect of any such contract. The Act entitled "An Act for the protection of persons furnishing materials and labor for the construction of public works", approved August 13, 1894, as amended (U. S. C., title 40, sec. 270), is repealed, except that such Act shall remain in force with respect to contracts for which invitations for bids have been issued prior to the date this Act takes effect, and to persons or bonds in respect of such contracts.

Approved, August 29, 1935.

ACCEPTANCE OF BIDS MADE SUBJECT TO CODES OF FAIR COMPETITION AUTHORIZED

[49 STAT. 900]

JOINT RESOLUTION

To authorize the acceptance of bids for Government contracts made subject to codes of fair competition

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That no bid submitted prior to the enactment of this joint resolution in response to the invitation of any department, independent establishment, or agency of the United States, or of the United States, the District of Columbia, or any corporation all the stock of which is owned by the United States (all of the foregoing being hereinafter

Any provisions of such contract is by the contractor or any subcontractor. Any contractor or subcontractor aggrieved by the withholding of any penalty as hereinbefore provided shall have the right within six months thereafter to appeal to the head of the department making the contract on behalf of the United States or the Territory, and in the case of a contract made by the District of Columbia to the commissioners thereof, who shall have power to review the action imposing the penalty, and in all such appeals from such final action of the contractor or subcontractor may be aggrieved by the imposition of the penalty, any subcontractor provided such contractor or subcontractor may be aggrieved by any such action of a department or the Commissioners of the District of Columbia, to bring a claim in the Court of Claims, which shall have jurisdiction to hear and decide the matter in the same manner as in other cases before said court. June 19, 1912, c. 742, § 1.

Sec. 925. Nothing in section 924 of this title shall apply to contracts for transportation by land or water, or for the transmission of intelligence, or for the purchase of supplies by the Government, whether manufactured to conform to particular specifications or not, or for such materials or articles as may usually be bought in open market, except armor and armor plate, whether made to conform to particular specifications or not, or to the construction or repair of levees or levee improvements necessary for protection against flood.

flows on the navigable waters of the United States: *Provided*, That no work which has been, or may be performed by the Government shall be done by contract, by individuals, firms, or corporations for or on behalf of the United States or any of the Territories or the District of Columbia, but all contracts entered into hereunder shall be subject to the terms and provisions of section 324. No penalties shall be imposed for failure to comply with such provision in such contract due to any extraordinary events or conditions, or to any emergency caused by fire, famine, or flood, or by danger to life or property, or by other extraordinary event or condition on account of which the President subsequently declare the violation to have been excusable. Nothing in article 21 to section 324 shall be construed to repeal or modify sections 211 to 323, inclusive, or to apply to contracts entered into under the provisions of appropriation acts approved prior to June 16, 1912. (June 16, 1912, c. 174, sec. 2, 37 Stat. 188.)

SEC. 326. In case of national emergency the President is authorized to suspend provisions of law prohibiting more than eight hours' labor in any one day of persons engaged upon work connected with the national emergency.

Provided, That the wages of persons employed upon such contracts shall be computed on a basic day rate of eight hours' work, with overtime rates to be paid for at not less than time and one-half for all hours' work in excess of eight hours. (Mar. 4, 1917, c. 180, 39 Stat. 1192.)

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RIGHTS OF WAY OVER RAILROAD PROPERTY

[41] STAT. 621]

That all railroad companies to which grants for rights of way through the public lands have been made by Congress, or their successors in interest or design, are hereby authorized to convey to any State, county, or municipality any portion of the right of way to be used as a public highway or street: *Provided*, That such conveyance shall have the effect to diminish the right of way of such railroad company to a less width than fifty feet on each side of the center of the main track of the railroad as now established and maintained.

Approved May 25, 1920.

Sr. 321. The service and employment of all laborers and mechanics who are or may be employed by the Government of the United States in the District of Columbia, or by any contractor or subcontractor, upon a public work of the United States or of the District of Columbia, and of all persons who are or may be employed by the Government of the United States or the District of Columbia, or any contractor or subcontractor, to perform services similar to those of laborers and mechanics in connection with dredging or rock excavation in any river or harbor of the United States or

To amend the Federal Aid Act, approved July 11, 1916, as amended and supplemented, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of carrying out the provisions of the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the following sums, to be expended according to the provisions of such Act as amended and supplemented: The sum of \$100,000,000 for the fiscal year ending June 30, 1942, and the sum of \$100,000,000 for the fiscal year ending June 30, 1943.

Sec. 2. For the purpose of continuing the provisions of section 7 of the Act of June 16, 1936 (49 Stat. 1521), there is hereby authorized to be appropriated the sum of \$17,500,000 for the fiscal year ending June 30, 1942, and the sum of \$17,500,000 for the fiscal year ending June 30, 1943; said sums to be expended on secondary or feeder roads, including farm-to-market roads, rural-free-delivery mail roads, and public-school bus routes.

Sec. 3. If within the fiscal years 1942 and 1943 the Federal Works Administrator shall find with respect to any State (1) that the proceeds of all special taxes on motor-vehicle transportation, as referred to in section 12 of the Act of June 18, 1934 (48 Stat. 995), as amended, are applied to highway purposes as defined in said section; (2) that at least 90 per centum of such proceeds are applied to the administrative and operating expenses of the State highway department, the maintenance of the State and Federal-aid highway systems, and the payment of interest on, and the amortization of, bond obligations of the State for the payment of which such revenues have heretofore been pledged; and (3) that the portion of the proceeds of all such special taxes then available for construction and reconstruction, together with funds available to the State from any other sources for highway purposes, will be insufficient to match all or any part, of the regular and secondary Federal-aid road funds apportioned to such State for such fiscal years in accordance with the provisions of the Federal Highway Act (42 Stat. 212), as amended and supplemented, then such portion of such apportionment as the Federal Works Administrator shall find the State is unable to match shall be made available for expenditure in such State in accordance with said Federal Highway Act without being matched by the State: *Provided*, That any such funds made available to any State without being matched by the State shall be expended by

RIGHT OF WAY OVER UNION PACIFIC RAILROAD

[41 STAT. 304]

An Act Authorizing the Union Pacific Railroad Company, or its successors, to convey for public-road purposes certain parts of its right of way

That the Union Pacific Railroad Company, or any of its successors or assigns, is hereby authorized to convey to the United States, for public use, any portion of its right of way used as a public highway or street: *Provided*, That no such conveyance shall have the effect to diminish the right of way of said railroad company to a less width than fifty feet on each side of the center of the main track of the railroad as now established and maintained. Received by the President, October 10, 1919.

(Note by the Department of State.—The foregoing act having been presented to the President of the United States, and the President having thereupon approved the same, and the President having then and thereupon caused the same to be published in the Statutes at Large of the United States, has become a law without his approval.)

Act of October 22, 1919 (41 Stat. 304).

the State on the system of Federal-aid highways and on secondary roads in the construction of projects desirable from the standpoint of national defense.

Sec. 4. Any balances of the regular and secondary Federal-aid road funds apportioned for the fiscal years 1939 and 1940 to the Territory of Hawaii which may remain unexpended at the close of the period of their availability shall be available thereafter for expenditure in such Territory by the Public Roads Administration in the construction of projects desirable from the standpoint of the national defense, and the Commissioner of Public Roads is hereby empowered to enter into any agreements which he may deem necessary with the Territory of Hawaii setting forth the method by which such construction work shall be performed and the conditions which shall apply thereto, and he is further authorized, at his discretion, to pay all of any part of the costs incurred after approval of any such project, including the cost of surveys, the preparation of plans, specifications and estimates, and of necessary new or additional rights-of-way, and to make advances to such Territory under appropriate safeguards to enable it to make prompt payments to contractors on projects that may be agreed shall be constructed under contracts to be let and supervised by the Territory.

Sec. 5. For the elimination of hazards to life at railroad grade crossings including the separation or protection of grades at crossings, the reconstruction of existing railroad-grade-crossing structures, and the relocation of highways to eliminate grade crossings, there is hereby authorized to be appropriated, to be apportioned on or before the 1st day of January of each year preceding the fiscal year for which it is authorized among the several States in accordance with the provisions of the Federal Highway Act (42 Stat. 212), as amended and supplemented, except that such apportionment shall be one-half on population as shown by the latest decennial census, one-fourth on the mileage of the Federal-aid highway system as determined by the Federal Works Administrator, and one-fourth on the railroad mileage as determined by the Interstate Commerce Commission, and to be expended in accordance with said Federal Highway Act, as amended and supplemented, except that no part of such funds apportioned to any State need be matched by the State: The sum of \$20,000,000 for the fiscal year ending June 30, 1942, and the sum of \$20,000,000 for the fiscal year ending June 30, 1943.

Sec. 6. For the purpose of carrying out the provisions of section 23 of the Federal Highway Act (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated (1) for forest highways the sum of \$7,000,000 for the fiscal year ending June 30, 1942, and the sum of \$7,000,000 for the fiscal year ending June 30, 1943: *Provided*, That hereafter appropriations for forest highways shall be administered in conformity with regulations jointly approved by the Secretary of Agriculture and the Federal Works Administrator; and (2) for forest development roads and trails the sum of \$3,000,000 for the fiscal year ending June 30, 1942, and the sum of \$3,000,000 for the fiscal year ending June 30, 1943: *And provided further*, That the apportionment for forest highways in Alaska shall be for each of the fiscal years \$500,000 and that such additional amount as otherwise would have been apportioned to Alaska for each of said fiscal years shall be apportioned among those States,

including Puerto Rico, whose forest highway apportionment for such fiscal year otherwise would be less than 1 per centum of the entire apportionment for forest highways for that fiscal year: *And provided further*, That apportionments among those States, including Puerto Rico, whose forest highway apportionments for such fiscal year otherwise would be less than 1 per centum of the entire apportionment for forest highways for that fiscal year may be made without regard to the provisions of said section 23 relating to apportionments, but in no case shall the apportionment to any State under this provision be in excess of 20 per centum of the total of funds affected thereby, and the total of the apportionments to each State during the six-year period beginning with the fiscal year 1942 shall equal the total of the apportionments that would have been made to each State during such period if the discretionary power conferred by this proviso had not been exercised.

Sec. 7. For the purpose of carrying out the provisions of section 3 of the Federal Highway Act (42 Stat. 212), as amended by the Act of June 24, 1930 (46 Stat. 805), there is hereby authorized to be appropriated for the survey, construction, reconstruction, and maintenance of main roads through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations other than the forest reservations the sum of \$1,500,000 for the fiscal year ending June 30, 1942, and the sum of \$1,500,000 for the fiscal year ending June 30, 1943, to remain available until expended: *Provided*, That apportionments of funds made under the second paragraph of section 3 of the Federal Highway Act, as amended by the Act of June 24, 1930 (46 Stat. 805), shall be made on the basis of the area of such lands in each State as shown by certificate of the Secretary of the Interior which he is directed to make as of June 30 each year.

Sec. 8. For the construction, reconstruction, and improvement of roads and trails, inclusive of necessary bridges, in the national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1055), as amended, there is hereby authorized to be appropriated the sum of \$4,000,000 for the fiscal year ending June 30, 1942, and the sum of \$4,000,000 for the fiscal year ending June 30, 1943: *Provided*, That hereafter appropriations for the construction, reconstruction, and improvement of such park and monument roads shall be administered in conformity with regulations jointly approved by the Secretary of the Interior and the Federal Works Administrator.

Sec. 9. For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States by the States or by private individuals, there is hereby authorized to be appropriated the sum of \$7,500,000 for the fiscal year ending June 30, 1942, and the sum of \$7,500,000 for the fiscal year ending June 30, 1943: *Provided*, That hereafter the location of such parkways upon public lands, national forests, or other Federal reservations shall be determined by agreement between the department having jurisdiction over such lands and

directed to investigate the service afforded to traffic, population, and lands by all highways of each State, as determined by State-wide surveys adequate for the purpose. Annually a report will be made to the Congress covering the progress made in classifying the highways into groups composed of roads of similar service importance.

Sec. 15. The Public Roads Administration is authorized to pay transportation and subsistence expenses of its employees, and of persons appointed under schedule A, subdivision 1, paragraph 1, of Civil Service Rules, hereafter assigned to perform engineering services beyond continental United States for any agency or governmental corporation of the United States, including transportation and subsistence expenses of members of the immediate family of any such employee or person in traveling from their headquarters or homes to the post of duty outside continental United States and return; and, with the approval of the Federal Works Administrator, the compensation of any such employee so assigned may be increased during such assignment by not to exceed 25 per centum of his base pay.

Sec. 16. Any sums heretofore or hereafter withheld from the Federal aid road funds: appportioned to any State as a penalty for diversion of road-user taxes, under the provisions of section 12 of the Act approved June 18, 1934 (48 Stat. 955); shall be reapportioned in the same manner as any other unexpended balance at the end of the period during which it otherwise would be available for expenditure, in accordance with the provisions of section 21 of the Federal Highway Act (42 Stat. 217).

Sec. 17. Any amounts heretofore apportioned to any State under the provisions of section 7 of the Act of June 16, 1936 (49 Stat. 1521), for secondary or feeder roads, for which the period of availability expired on June 30, 1940, and which remained unexpended on said date, shall not be reapportioned to all the States as required by section 21 of the Federal Highway Act, but shall remain available to such State until June 30, 1941, and any balance of such amounts then remaining unexpended shall be reapportioned to all of the States in the manner now provided by law.

Sec. 18. Funds authorized and made available under section 21 of the Federal Highway Act, as amended, may be used to pay the entire engineering costs of the surveys, plans, specifications, estimates, and supervision of construction of projects for such urgent improvements of highways strategically important from the standpoint of the national defense as may be undertaken on the order of the Federal Works Administrator and as the result of request of the Secretary of War, the Secretary of the Navy, or other authorized national defense agency.

Sec. 19. In approving Federal-aid highway projects to be carried out with any unobligated funds apportioned to any State, the Commissioner of Public Roads may give priority of approval to, and expedite and construction of, projects that are recommended by the appropriate Federal defense agency as important to the national defense.

Sec. 20. This Act may be cited as the "Federal Highway Act of 1940."

Approved, September 5, 1940.

the National Park Service: *Provided further*, That hereafter appropriations for the construction and maintenance of parkways shall be administered in conformity with regulations jointly approved by the Secretary of the Interior and the Federal Works Administrator.

Sec. 10. For construction and improvement of Indian reservation roads under the provisions of the Act approved May 26, 1928 (45 Stat. 757), there is hereby authorized to be appropriated the sum of \$3,000,000 for the fiscal year ending June 30, 1942, and the sum of \$3,000,000 for the fiscal year ending June 30, 1943: *Provided*, That hereafter the location, type, and design of all roads constructed under the provisions of said Act of May 26, 1928, shall be approved by the Public Roads Administration before any expenditures are made thereon, and all such construction done by contract shall be under the general supervision of the Public Roads Administration.

Sec. 11. Subsection (c) of section 1 of the Federal Aid Highway Act of 1935 (52 Stat. 633) is hereby amended to read as follows:

"Hereafter the construction of highways by the States with the aid of Federal funds may include such roadside and landscape development, including such sanitary and other facilities as may be deemed reasonably necessary to provide for the suitable accommodation of the public, all within the highway right-of-way and adjacent publicly owned or controlled recreational areas of limited size and with provision for convenient and safe access thereto by pedestrian and vehicular traffic, as may be approved by the Public Roads Administration. Such construction likewise may include the purchase of such adjacent strips of land of limited width and primary importance for the preservation of the natural beauty through which highways are constructed, as may be approved by the Public Roads Administration: *Provided*, That not to exceed 3 per centum of the Federal-aid funds apportioned to and matched by any State under this Act may be used for the purchase of such adjacent strips of land without being matched by the States."

Sec. 12. (a) The Reconstruction Finance Corporation, pursuant to its authority under existing law and subject to all the terms and conditions thereof, is authorized to cooperate with States to finance, or to aid in financing, the acquisition of real property or interests in property (any such acquisition being herein called a "right-of-way") necessary or desirable for road projects eligible for Federal aid under the Federal Highway Act (42 Stat. 212), as amended and supplemented.

(b) Every loan or purchase of securities by Reconstruction Finance Corporation to finance or to aid in financing the acquisition of a right-of-way, as defined in this section, shall hereafter be made only after approval of the project (including the plans, administration, and financing thereof) by the highway department of the State and by the Public Roads Administration of the Federal Works Agency.

Sec. 13. The Commissioner of Public Roads, in cooperation with the State Highway Departments of the respective States, is hereby authorized, upon the request of any State, to investigate the location and development of flight strips adjacent to public highways or roadside development areas, for the landing and take-off of aircraft.

Sec. 14. The Commissioner of Public Roads, in cooperation with the State highway departments of the respective States, is hereby

AN ACT

To provide for cooperation with Central American republics in the construction of the Inter-American Highway.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated the sum not to exceed \$20,000,000 to enable the United States to cooperate with the governments of the American republics situated in Central America—that is, with the Governments of the Republics of Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, and Panama—in the survey and construction of the proposed Inter-American Highway within the borders of the aforesaid republics. Expenditures of such sums in any such country shall be subject to the receipt of a request therefor and of satisfactory assurances from the government of that country that appropriate commitments have been made by such government to assume at least one-third of the expenditures proposed to be incurred henceforth by that country and by the United States in the survey and construction of such highway within the borders of such country. In no such country shall the expenditures of this Government from the appropriations herein authorized exceed two-thirds of the total expenses henceforth incurred for said survey and construction in that country. No expenditures shall be made hereunder for the construction of said highway until the government of each of the above-named countries shall have given satisfactory assurance to the United States that it will assume at least one-third of the expenditures proposed to be incurred henceforth by that government and by the United States in the survey and construction of such highway within the borders of such country, or has given other assurances satisfactory to the President that it has made appropriate arrangements to complete such survey and construction within a reasonable period. All expenditures by the United States under the provisions of this Act for material, equipment, and supplies shall, whenever practicable, be made for products of the United States or of the country in which such survey or construction work is being carried on.

Sec. 2. The survey and construction work authorized by this Act shall be under the administration of the Public Roads Administration, Federal Works Agency, which shall consult with the appropriate officials of the Department of State with respect to matters involving the foreign relations of this Government, and such negotiations with the governments of the American republics named in section 1 as may be required to carry out the purposes of this Act shall be conducted through, or as authorized by, the Department of State.

Sec. 3. The provisions of this Act shall not create or authorize the creation of any obligations on the part of the Government of the United States with respect to any expenditures for highway construction or survey heretofore or hereafter undertaken in any of the countries enumerated in section 1, other than the expenditures authorized by the provisions of this Act.

Approved, December 26, 1941.

AN ACT

To supplement the Federal Aid Road Act, approved July 11, 1916, as amended and supplemented, to authorize appropriations during the national emergency declared by the President on May 27, 1941, for the immediate construction of roads urgently needed for the national defense, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That as existing in this Act the term "strategic network of highways" means all existing or proposed highways which conform to routes designated on the diagrammatic map of principal highway traffic routes of military importance dated October 25, 1940, revised to May 15, 1941, and approved by the Secretary of War. The Federal Works Administrator is authorized to designate existing or proposed highways conforming to such approved routes and interconnections as lines of the strategic network of highways. The location of any strategic highway route between control points shown on the revised diagrammatic map of May 15, 1941, may, without regard to State lines, be changed by the Federal Works Administrator, but no such change shall increase the length of such route between the termini of such change by more than 10 per centum.

SEC. 2. EXTENSION OF FEDERAL-AID SYSTEM.—Notwithstanding the limitations in section 6 of the Federal Highway Act, as amended and supplemented, respecting the mileage of the system of Federal-aid highways, such system of highways in any State may be extended to include, and there may be approved as a part of such system of highways in such State, any of the lines of the strategic network of highways.

SEC. 3. EXTENSION OF SECONDARY ROAD SYSTEM.—Funds heretofore or hereafter made available for expenditure under the provisions of the Federal Highway Act, as amended and supplemented, for secondary or feeder roads are hereby also made available for expenditure on any roads (including bridges thereon) which are lines of the strategic network of highways and are not on the system of Federal-aid highways.

SEC. 4. STRATEGIC HIGHWAY NETWORK.—(a) For carrying out projects to correct critical deficiencies in lines of the strategic network of highways and bridges, during the continuance of the emergency declared by the President on May 27, 1941, there is hereby authorized to be appropriated the sum of \$25,000,000. Such sum shall be immediately apportioned among the States in accordance with the provisions of section 21 of the Federal Highway Act, as amended and supplemented, and shall be expended in accordance with the provisions of such Act, as amended and supplemented: *Provided*, That during the continuance of the emergency declared by the President on May 27, 1941, when funds heretofore, herein, or hereafter made available for

acquisition of new or additional rights-of-way necessary for such projects may, to the extent determined by the Federal Works Administrator, be included as part of the construction of such projects and Federal funds shall be available to pay the cost of such acquisition. For carrying out the purpose of this section there is hereby authorized to be appropriated during the continuance of the emergency declared by the President on May 27, 1941, the sum of \$150,000,000, which shall be available, without regard to apportionment among the several States, for paying all or any part of the cost thereof: *Provided, however*, That in determining the expenditure of the funds under this section due consideration shall be given to projects for such roads in States which have heretofore expended their own funds for the immediate construction of roads and highways deemed essential to the national defense, which roads and highways but for the action of such States would be properly considered for construction with Federal funds under the provisions of this section.

SEC. 7. ADVANCE OR FUNDS.—If the Commissioner of Public Roads shall determine that it is necessary for the expeditious completion of projects undertaken pursuant to this Act, he may advance to any State from funds heretofore or hereafter made available the Federal share of the cost thereof to enable the State highway department to make prompt payments for work as it progresses. The funds so advanced shall be deposited in a special trust account by the State treasurer, or other State official authorized under the laws of the State to receive Federal-aid highway funds, to be disbursed solely upon vouchers approved by the State highway department for work actually performed in accordance with plans, specifications, and estimates approved by the Public Roads Administration under the provisions of this Act. Any unexpended balances of funds so advanced shall be returned to the credit of the appropriation from which the funds have been advanced.

SEC. 8. FLIGHT STAIRS.—In order to insure greater safety for traffic on the public highways by providing additional facilities in connection therewith to be available for the landing and take-off of aircraft, the Commissioner of Public Roads is authorized to provide, in cooperation with the Army Air Corps, for studies and for the construction of flight strips adjacent to public highways or roadside-development areas along such highways. The acquisition of new or additional lands necessary for such projects may, to the extent determined by the Federal Works Administrator, be included as part of the construction thereof and Federal funds shall be available to pay the cost of such acquisition. For carrying out the purposes of this section, there is hereby authorized to be appropriated during the continuance of the emergency declared by the President on May 27, 1941, in addition to any funds that may be available under any other appropriation, the sum of \$10,000,000, which shall be available, without regard to apportionment among the several States, for paying all or any part of the cost of such projects.

SEC. 9. SURVEYS AND PLANS.—The Commissioner of Public Roads is authorized to make such surveys and plans as may be necessary to carry out the purposes of this Act, including advance engineering surveys and plans for future development of the strategic network of highways and bypasses around and extensions into and through

expenditure in accordance with the provisions of the Federal Highway Act, as amended and supplemented, on the system of Federal-aid highways, or on secondary or feeder roads, are expended for any project on the strategic network of highways, including all such projects under construction during the period of said emergency, the Federal share payable on account of any such project shall be increased to three-fourths of the total cost thereof, plus a percent of the remaining one-fourth of such cost in any State containing unappropriated and unreserved public lands and nontaxable Indian lands, individual and tribal, exceeding 5 per centum of the total area of all lands therein, equal to the percentage that the area of such lands in such State is of its total area.

(b) There is hereby authorized to be appropriated, during the continuance of the emergency declared by the President on May 27, 1941, the sum of \$250,000,000, which shall, after the enactment of this Act, be allocated by the Federal Works Administrator to States for projects within such States without regard to the apportionment provisions of section 21 of the Federal Highway Act, as amended and supplemented, and shall be available for expenditure in accordance with the provisions of this Act, to supplement other Federal highway funds now or hereafter available for use for projects for the reconstruction and replacement of critically deficient bridges and the correction of other critical deficiencies in the strategic network of highways.

(c) Upon apportionment or allocation to the States of the sums authorized to be appropriated by this section, the State highway departments may submit projects, and such projects shall be acted upon and may be approved, in the same manner and with like effect as in the case of projects submitted for approval in accordance with the provisions of subsection (b) of the first section of the Highway Act approved June 16, 1936.

SEC. 5. REAPPORTIONMENT OF FEDERAL HIGHWAY FUNDS.—Federal funds apportioned to the States prior to December 31, 1941, for expenditure on the system of Federal-aid highways, on secondary or feeder roads, and for the elimination of hazards to life at railroad grade crossings in accordance with the provisions of the Federal Highway Act, as amended and supplemented, which have not on that date been obligated by the State shall if not so obligated on or before June 30, 1943, be immediately reapportioned among the States in accordance with the provisions of said Act, as amended and supplemented: *Provided*, That any State or States which have not so obligated such apportioned funds on June 30, 1943, shall not be entitled to share in the reapportionment provided for by this section.

SEC. 6. ACCESS ROADS.—The Commissioner of Public Roads is authorized to provide for the construction and improvement of access roads (including bridges, tubes and tunnels thereon) to military and naval reservations, to defense industries and defense-industry sites, and to the sources of raw materials when such roads are certified to the Federal Works Administrator as important to the national defense by the Secretary of War or the Secretary of the Navy, and for replacing existing highways and highway connections that are shut off from general public use by necessary closures or restrictions at military and naval reservations and defense-industry sites. The

municipalities and metropolitan areas. Any funds available for carrying out any of the purposes of sections 4, 6, and 8, of this Act may be used for paying the Federal share of the cost of the surveys and plans required for such purposes, respectively, and the necessary administrative expenses for carrying out the provisions of this Act shall be made available in accordance with the provisions of section 21 of the Federal Highway Act. By agreement with the State highway department of any State, any project carried out in such State under the provisions of this section may be carried out through or in cooperation with the highway department of such State. For carrying out advance engineering surveys there is hereby authorized to be appropriated during the continuance of the emergency declared by the President on May 27, 1941, for apportionment among the States in accordance with the provisions of section 21 of the Federal Highway Act, as amended and supplemented, the sum of \$10,000,000. Such sum shall be matched with State funds on the pro rata basis heretofore provided by law.

SEC. 10. EMERGENCY REPAIRS.—The Commissioner of Public Roads is authorized to reimburse the several States for the necessary rehabilitation or repair of roads and highways of States or their subdivisions substantially damaged by the Army or the Navy, or both. The Commissioner is authorized on behalf of the United States to consider, ascertain, adjust, and determine any claim accruing subsequent to May 27, 1941, submitted by the State highway department of any State, in accordance with regulations prescribed by the Commissioner, for reimbursement of the cost of such rehabilitation or repair.

Such amount as may be found to be due to any claimant shall be certified to Congress for payment out of appropriations that may be made by Congress therefor, together with a brief statement of the character of each claim, the amount claimed, and the amount allowed: *Provided*, That no claim shall be considered by the Commissioner unless notice of intention to file such claim has been presented to him within thirty days after the occurrence of the damage upon which the claim is based, except that in case of damage caused by maneuvers such notice shall be filed within thirty days after completion of such maneuvers: *And provided further*, That in either case such notice of damage accruing before the passage of this Act shall be filed within thirty days after the passage thereof.

SEC. 11. OFF-STREET PARKING.—In order to facilitate the flow of traffic on sections of the strategic network of highways forming bypasses around and connections into and through municipalities and metropolitan areas, the Commissioner of Public Roads is authorized to cooperate with the States in the location, development, and construction of off-street facilities for the parking of vehicles, and projects for providing such facilities shall be considered to be highway projects. Where provision is made by any State for the permanent prohibition of parking of vehicles within the roadway or street portion of any through highway over which the State has been legally vested with traffic control and which forms a section of the strategic network of highways, funds heretofore or hereafter made available for expenditure in accordance with the provisions of the Federal Highway Act, as amended and supplemented, for construction and reconstruction on

the system of Federal-aid highways, are hereby also made available, on the pro rata basis heretofore provided by law, for the location, development, and construction of off-street vehicle parking facilities to serve the area where parking on such highway is so prohibited, including the cost of acquiring the lands necessary for such facilities: *Provided*, That the Federal Works Administrator is authorized and directed to withhold from any allotment of Federal highway funds to any State a sum equal to the Federal share of the cost of any off-street parking facilities upon the failure of such State adequately to enforce such permanent prohibition of parking of vehicles within the roadway or street portion in connection with which Federal funds have been expended for the construction of such off-street parking facilities: *And provided further*, That the authority contained in this section shall not be exercised unless the Commissioner of Public Roads finds that the Federal share of the cost of providing such off-street parking facilities will be materially less than the Federal share of the cost of widening or relocating the section of the strategic network of highways which such off-street parking facilities are designed to serve, and that the benefits to be derived from the construction of off-street parking facilities will be substantially as great as the benefits to be derived from such widening or relocation.

SEC. 12. COST OF RIGHT-OF-WAY ON STRATEGIC HIGHWAY NETWORK.—When funds heretofore or hereafter made available for expenditure in accordance with the provisions of the Federal Highway Act, as amended and supplemented, are expended for any project on the strategic network of highways the acquisition of new or additional rights-of-way necessary for such project may, to the extent determined by the Federal Works Administrator, be included as part of the construction of such project and Federal funds shall be available, to the extent determined by the Federal Works Administrator, to pay a share of the costs of such acquisition.

SEC. 13. COST OF RIGHT-OF-WAY IN GRADE-CROSSING ELIMINATION.—When funds heretofore or hereafter made available for expenditure in accordance with the provisions of the Federal Highway Act, as amended and supplemented, for the elimination of hazards to life at railroad grade crossings are expended for any project on the strategic network of highways, the acquisition of new or additional rights-of-way necessary for such project may, to the extent determined by the Federal Works Administrator, be included as part of the construction of such project and such funds shall be available, to the extent determined by the Administrator, to pay a share of the costs of such acquisition.

SEC. 14. ACQUISITION OF RIGHTS-OF-WAY.—By agreement with the State highway department of any State, such new or additional rights-of-way, lands, or interests in lands in such State as may be required for any project authorized by this Act, may be acquired by such highway department or by any political subdivision of such State, and the Commissioner of Public Roads may advance or reimburse the share of the cost of such acquisition payable by the Federal Government: *Provided, however*, That if the Federal Works Administrator shall determine that the highway department of any State is unable to obtain possession and the right to enter upon and use the required rights-of-way, lands, or interests in lands, improved or

improved, with sufficient promptness, the Federal Works Administrator is authorized to acquire, prior to approval of title by the Attorney General, in the name of the United States, such rights-of-way, lands, or interests in lands as may be required in such State for such projects, by purchase, donation, condemnation, or otherwise, in accordance with the laws of the United States (including the Act of February 26, 1931, 46 Stat. 1421) and, during the continuance of the emergency declared by the President on May 27, 1941, may enter upon and take possession thereof, and expend public funds for projects thereon, prior to approval of title by the Attorney General (without regard to the provisions of sections 355, 1136, and 3709 of the Revised Statutes, as amended, and without regard to State, municipal, or local laws, ordinances, or regulations). The costs incurred by the Federal Works Administrator in acquiring any such rights-of-way, lands, or interests in lands may include the cost of examination and abstract of title, certificate of title, advertising, and any fees incidental to such acquisition; and shall be payable out of the funds available for paying the cost, or the Federal share of the cost, of the project for which such rights-of-way, lands, or interests in lands are acquired. The Federal Works Administrator is further authorized and directed, by proper deed executed in the name of the United States, to convey any lands or interest in lands acquired in any State under the provisions of this section to the highway department of such State, or to such political subdivision thereof as its laws may provide, upon condition that such highway department or political subdivisions will accept the same and will maintain the project constructed thereon.

Sec. 15. ROAD WORK FOR FEDERAL AGENCIES.—The Commissioner of Public Roads is authorized, upon the request of any branch of the Federal Government, to perform any service in connection with the construction of roads or bridges, including the preparation of plans, designs, specifications and estimates, the execution of contracts, and supervision of the work, payment of all costs involved in such work to be made by transfer of funds in accordance with the provisions of section 7 of the Act approved May 21, 1920 (41 Stat. 613), as amended.

Sec. 16. DETAIL OF EMPLOYEES AS STUDENTS.—During any fiscal year the Commissioner of Public Roads is hereby authorized, in his discretion, to detail not to exceed ten of the regularly employed personnel of the Public Roads Administration as students for limited periods at such technical institutions as will enable such personnel to acquire special knowledge which will better fit them for the lines of work to which they are assigned: *Provided*, That no expense other than the salaries of personnel so detailed and the cost of tuition and other regular fees required at such institutions shall be incurred by the United States under this section.

Sec. 17. DETAIL OF ARMY AND NAVY OFFICERS.—The Secretary of War and the Secretary of the Navy, upon request of the Federal Works Administrator, are authorized to make temporary details to the Public Roads Administration of officers of the Army and officers of the Navy, without additional compensation, for technical advice and for consultation regarding highway needs for the national defense: *Provided*, That the travel and subsistence expenses of officers so detailed shall be paid, from appropriations available to the Public

Roads Administration, on the same basis as authorized by law and by regulations of the War Department for officers of the Army and by law and by regulations of the Navy Department for officers of the Navy.

SEC. 18. This Act may be cited as the "Defense Highway Act of 1941".

Approved, November 19, 1941.

[PUBLIC LAW 646—77TH CONGRESS]
[CHAPTER 474—2D SESSION]

[H. R. 6903]
AN ACT

To amend the Defense Highway Act of 1941.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) section 6 of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law Numbered 295, Seventy-seventh Congress), is hereby amended by striking out the figure "\$150,000,000" and inserting in lieu thereof "\$260,000,000, of which \$10,000,000 shall be available for access roads to sources of raw materials".

(b) The first sentence of section 6 of such Act is hereby amended by inserting, after the word "construction", a comma and the word "maintenance".

(c) The first sentence of section 6 of such Act is hereby further amended by inserting, before the period, at the end thereof, a colon and the following: "*Provided*, That such certification for access roads to sources of raw materials and industrial sites may be made by the Chairman of the War Production Board".

(d) Section 6 of such Act is hereby further amended by inserting, before the period, at the end thereof, a colon and the following: "*Provided further*, That during the continuance of such emergency the Commissioner of Public Roads is authorized to enter into contracts in amounts not exceeding the total of such authorization".

Sec. 2. The term "strategic network of highways", as defined in the first section of such Act, shall include the principal highway traffic routes of military importance in Puerto Rico, approved by the War Department on December 8, 1941, and the principal highway traffic routes of military importance in the Territory of Hawaii, approved by the War Department on December 20, 1941.

Approved, July 2, 1942.

APPENDIX B

APPENDIX B

MISCELLANEOUS STATE, COUNTY AND CITY STATISTICS

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Governmental organizations

State

The Montana State governmental organization and delegation of authority is shown in Chart No. 1.

<u>Office, bureau or commission</u>	<u>Function performed</u>	<u>Length of tenure</u>
Governor	General government	4 years
Lieutenant Governor	" "	4 "
Secretary of State	" "	4 "
State Auditor	" "	4 "
R.R. & Public Service Commission	Public welfare	6 "
State Treasurer	General government	4 "
Attorney General	Public welfare	4 "
Supt. of Public Instruction	Education	4 "
Supreme Court	General government	6 "
Board of Attorneys' Examiners	Public welfare	By appointment of the Governor
Purchasing Department	General government	"
Department of Agriculture	" "	"
Department of Public Welfare	Public welfare	"
Bureau of Mines and Geology	General government	"
Bureau of Vital Statistics	" "	"
Bureau of Criminal Investigation	Public welfare	"
Athletic Commission	General government	"
Fish and Game Commission	" "	"
Grazing Commission	" "	"
Highway Commission	Highways	"
Library Extension Commission	Education	"
Temperance Commission	Public welfare	"
Unemployment Compensation Comm.	" "	"
Textbook Commission	Education	"
Veterans Welfare Commission	Public welfare	"
Board of Veterinary Examiners	" "	"
Board of Abstract Examiners	" "	"
Board of Beauty Culturist Exam.	" "	"
Board of Barbers Examiners	" "	"
Board of Chiropractic Examiners	" "	"
Board of Dental Examiners	" "	"
Board of Medical Examiners	" "	"
Board of Nurses Examiners	" "	"
Board of Optometry Examiners	" "	"
Board of Osteopathy Examiners	" "	"
Board of Pharmacy Examiners	" "	"
Board of Examiners in Photography	" "	"
Anti-Monopoly Board	General government	"
Board of Health	Public welfare	"
Livestock Sanitary Board	" "	"
Milk Control Board	" "	"
Soldiers Home Board	" "	"
Historical Library Board	Education	"

State (continued)

<u>Office, bureau or commission</u>	<u>Function performed</u>	<u>Length of tenure</u>
Oil Conservation Board	Public welfare	By appointment of the Governor
Industrial Accident Board	" "	"
State Board of Education	Education	"
Teachers Retirement Fund Board	Public welfare	"
Soil Conservation Committee	" "	"
Agriculture Conservation Board	" "	"
State Planning Board	General government	"
Water Conservation Board	Public welfare	"
Board of Arbitration & Council	" "	"
Hail Insurance Board	" "	"
State Board of Equalization	General government	"
Vocation Education Committee	Education	"
Board of Insane	Public welfare	"
Board of Examiners	" "	"
Supplies & Furnishing Board	" "	"
State Prison Board	" "	"
Board of Entomology	" "	"
Board of Eugenics	" "	"
Administration of Farmers' Inst.	" "	"
Law Library Board	Education	"
Forestry Board	General government	"
Board of Land Commissioners	" "	"
Carey Land Act Board	Public welfare	"
Liquor Control Board	General government	"
Voting Machine Board	" "	"
Board of Pardons	Public welfare	"
Canvassers of Election Board	General government	"
Depository Board	" "	"
Stallion Registration Board	Public welfare	"

Counties

For the county governmental organisation see Chart No. 2

<u>Office, bureau or commission</u>	<u>Function performed</u>	<u>Length of tenure</u>
Judge of the District Court	Public welfare	4 years
Sheriff	General government	4 "
County Attorney	Public welfare	2 "
Assessor	General government	4 "
Clerk and Recorder	" "	4 "
Treasurer	" "	4 "
Auditor	" "	2 "
Commissioners	" "	6 "
Clerk of District Court	" "	4 "
Surveyor	Highways	4 "

Counties (continued)

<u>Office, bureau or commission</u>	<u>Function performed</u>	<u>Length of tenure</u>
Superintendent of Schools	Education	4 years
Coroner	Public welfare	4 "
Public Administrator	" "	4 "
Constables	General government	2 "
Justice of the Peace	" "	2 "
County Agent	Public welfare	2 "
Home Demonstration Agent	" "	2 "
County Nurse	" "	2 "
Highway Engineer	Highways	2 "
Fair Commission	Public welfare	2 "
District Road Supervisor	Highways	2 "
Gopher Extermination	Public welfare	2 "
Roundup Foreman	" "	2 "
Weed Commissioner	" "	2 "
Secretary of County Board of Health	" "	2 "
County Physician	" "	2 "

Incorporated cities and towns

Montana has the following three plans of city government:

Mayor - council	(See Chart No. 3)
Commission	(See Chart No. 4)
Manager	(See Chart No. 5)

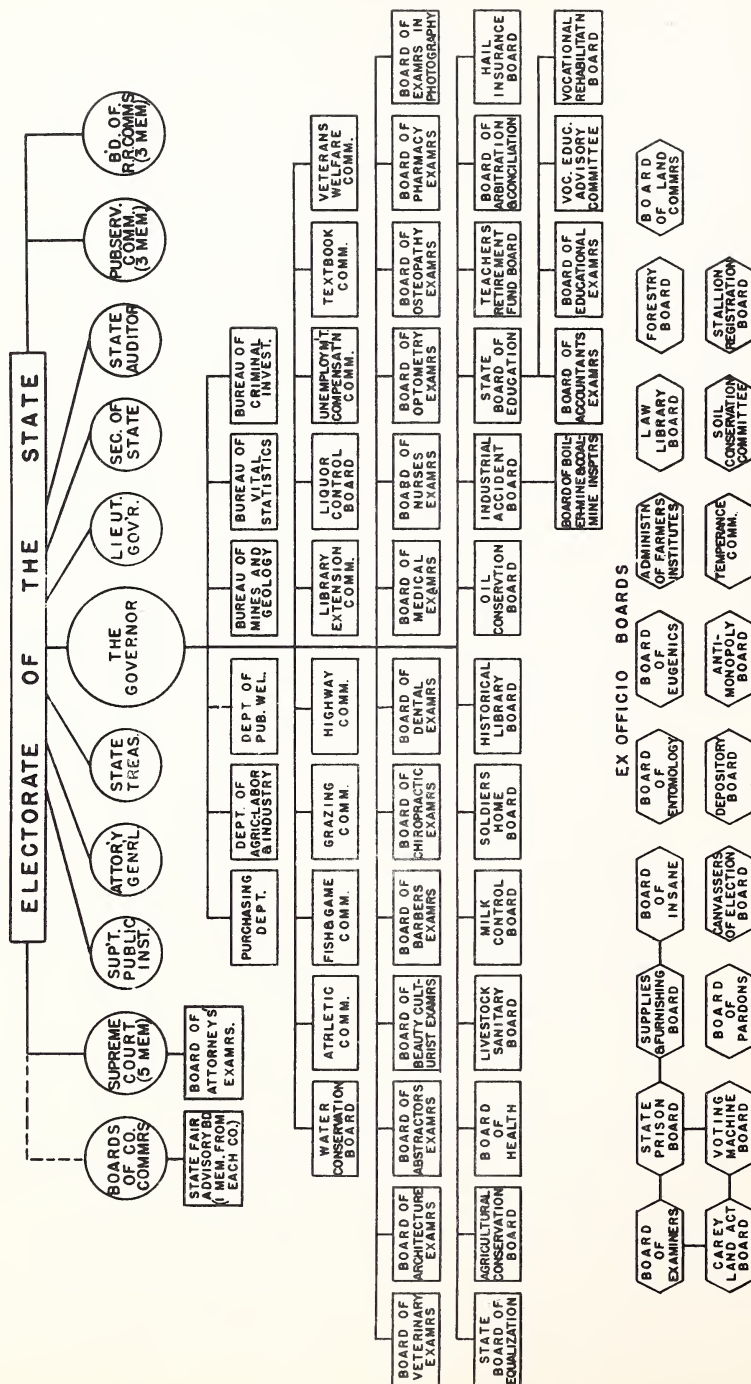
Most of the incorporated cities and towns in Montana operate under the Mayor-Council plan. (Helena and Missoula operate under the Commission plan and Bozeman under the Manager plan.)

<u>Office</u>	<u>Functions performed</u>
City Council	General government
Mayor	" "
Treasurer	" "
Police Judge	Public welfare
Library	Education
Street Commissioner	Highways
Attorney	General government
Chief of Police	Public welfare
Clerk	General government
Health Officer	Public welfare
Fire Marshall	" "
Jailer	" "

Special districts

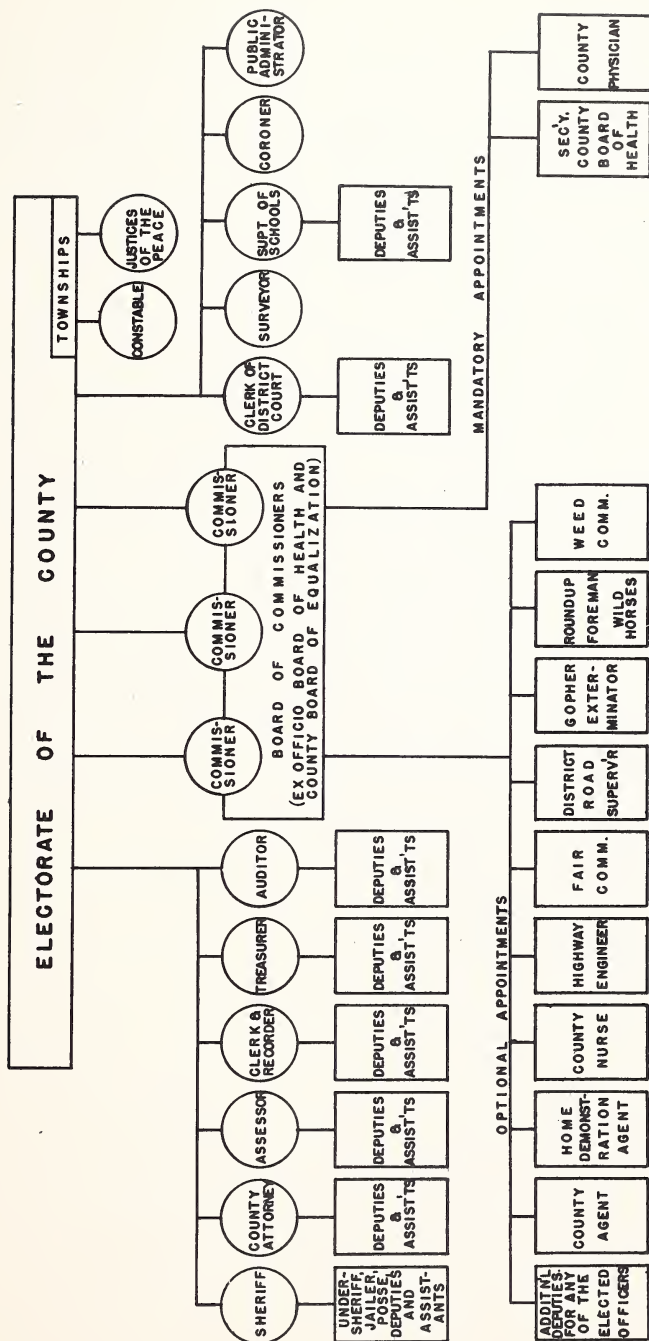
The organization of school districts is shown in Chart No. 6. Functions performed all fall under education.

Special districts, other than school districts, are not considered.



PRESENT ORGANIZATION OF STATE ADMINISTRATION IN MONTANA
 CHART NO. 1

O ELECTED
 □ APPOINTED

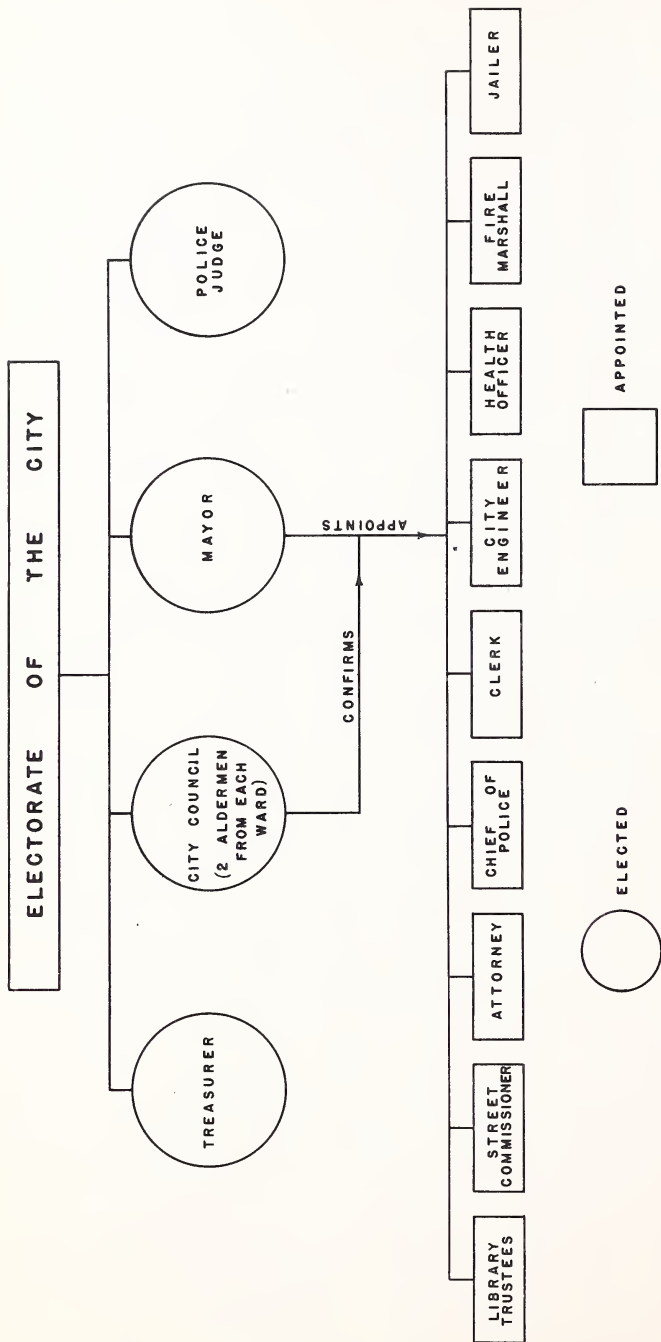


ELECTED



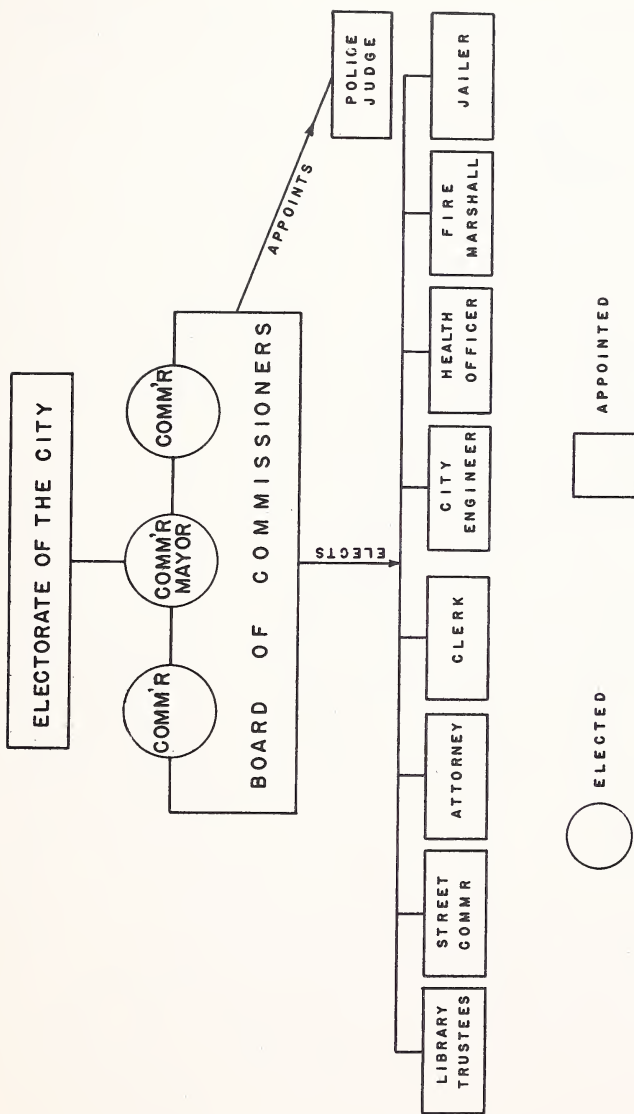
APPOINTED

PRESENT ORGANIZATION OF COUNTY GOVERNMENT IN MONTANA
CHART NO. 2



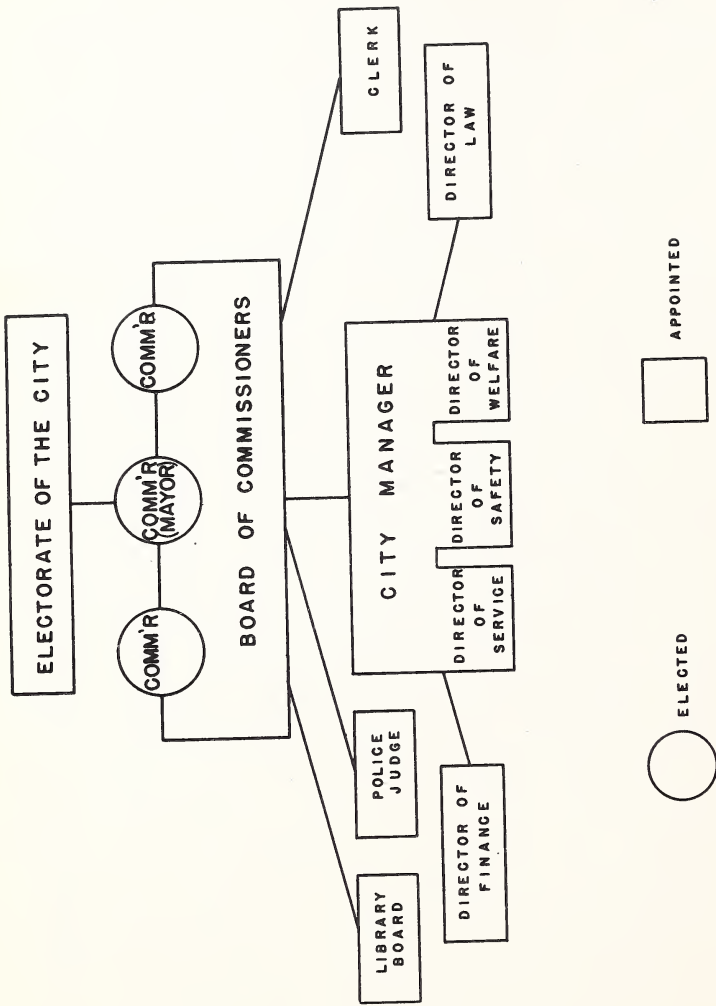
MAYOR AND COUNCIL GOVERNMENT IN MONTANA CITIES

CHART NO. 3



CITY COMMISSION GOVERNMENT, HELENA & MISSOULA, MONTANA

CHART NO. 4



CITY MANAGER GOVERNMENT, BOZEMAN, MONTANA

CHART NO. 5

TOTAL ASSESSMENT BY COUNTIES—1942

Total Assessments by County Assessors										Assessment of Net Proceeds of Mines by State Board of Equalization		TOTAL VALUATION OF COUNTY		Class of County 1943-46
Local Property Other Than Public Utilities				Local Property of Public Utilities		Public Utilities Allocated by State Board of Equalization		Board of Equalization		Assessed Value	Taxable Value			
Assessed Value	Taxable Value	Assessed Value	Taxable Value	Assessed Value	Taxable Value	Assessed Value	Taxable Value	Assessed and Taxable Value	Assessed Value	Taxable Value				
\$ 13,104,423	\$ 3,907,388	\$ 322,284	\$ 94,928	\$ 3,008,127	\$ 1,164,015	\$ 19,528	\$ 16,451,377	\$ 5,183,859	6	1943-46				
Beaverhead.....	13,037,410	3,777,156	24,594	3,383,525	1,350,150		16,516,709	5,153,000	6					
Big Horn.....	13,059,854	3,759,033	216,450	3,115,832	1,238,976		16,416,709	5,087,697	6					
Blaine.....	5,878,935	1,715,980	170,340	2,412,714	963,163	193,281	8,655,770	2,913,602	7					
Broadwater.....	13,464,680	4,101,104	565,126	187,055	4,137,872	1,604,079	18,425,332	6,149,892	6					
Carbon.....	8,047,106	2,432,988			700	280			7					
Carter.....	68,169,633	18,614,328	15,818,151	4,511,823	8,684,934	3,404,340	301,145	92,973,863	26,831,136	3				
Cascade.....	21,182,081	5,557,652	106,457	26,374	4,280,696	1,690,793	1,806	25,571,040	7,276,825	6				
Chouteau.....	15,900,678	4,539,361	905,029	244,922	3,665,271	1,459,713	1,428	20,472,406	6,405,424	6				
Custer.....	8,634,164	2,311,131	31,894	7,877	1,384,865	552,281	186	10,191,109	2,871,525	7				
Daniels.....	13,374,845	3,820,511	661,975	185,481	4,036,870	1,609,878	2,543	18,076,233	5,618,413	6				
Dawson.....	26,274,429	7,752,715	1,630,728	377,174	2,699,972	1,061,170	25,133	30,830,282	9,216,192	6				
Deer Lodge.....	5,987,336	1,691,488	188,567	48,700	2,167,983	867,193	183,711	8,527,597	2,791,092	7				
Fallon.....	28,750,961	8,014,545	574,419	150,843	3,773,127	1,430,012	75,670	33,174,177	9,671,070	6				
Fergus.....	25,787,445	7,425,780	1,678,625	474,770	5,567,273	2,226,913	195,054	33,223,402	10,322,517	5				
Flathead.....	29,355,550	8,395,240	1,866,331	520,176	6,462,675	2,556,469	415,536	38,100,143	11,887,421	5				
Gallatin.....	5,269,984	1,589,084			9,200	3,680	45	5,279,229	1,597,809	7				
Garfield.....	10,300,644	2,977,564	229,938	66,609	4,102,456	1,640,983	2,727,315	17,360,413	7,412,471	6				
Glacier.....	3,173,786	949,580	47,606	13,259	2,283,169	914,329	308	5,510,869	1,877,476	7				
Golden Valley.....	5,166,049	1,572,998	279,603	67,772	2,829,779	1,127,555	165,946	8,441,377	2,934,271	7				
Granite.....	21,888,999	5,935,268	712,765	193,725	3,986,009	1,581,627		26,587,773	7,710,620	6				
Hill.....	3,951,708	1,251,780	246,272	61,769	5,493,846	2,190,673	273,843	9,965,669	3,778,065	7				
Jefferson.....	12,409,227	3,649,114	88,035	23,642	3,437,957	1,362,105	115	15,935,334	4,934,976	7				
Judith Basin.....	10,674,085	3,117,780	631,875	1,827,590	1,520,113	608,046		18,512,953	5,553,416	6				
Lake.....	36,156,877	9,654,890	11,699,342	3,351,382	6,762,569	2,662,858	231,983	54,350,771	15,901,113	4				
Lewis & Clark.....	5,778,570	1,579,600	25,211	6,241	1,277,217	509,759	48,500	7,129,598	2,144,100	7				
Liberty.....	8,160,236	2,308,479	397,440	138,084	5,153,899	2,061,559	33,448	13,744,987	4,541,570	7				
Lincoln.....	10,423,153	3,166,011	1,654,390	466,077	2,000,279	781,082	484,520	14,562,342	4,897,690	7				
Madison.....	7,957,142	2,266,167	9,505	2,613	573,500	229,401	361	8,540,508	2,498,542	7				
McCone.....	7,089,545	2,146,910	141,649	35,401	1,504,162	600,623		8,735,356	2,782,834	7				

Mineral.....	1,376,389	410,556	411,218	101,704	4,138,663	1,658,707	5,935,270	2,170,967	7
Missoula.....	36,496,389	10,131,506	2,931,207	795,483	6,908,743	2,687,735	46,363,242	13,630,927	5
Musselshell.....	6,089,760	1,884,022	267,259	74,829	1,741,925	687,430	8,265,922	2,813,261	7
Park.....	17,679,221	5,184,939	329,561	329,561	3,815,465	1,495,134	22,894,836	7,145,922	6
Petroleum.....	2,202,294	666,943	137,590	49,121	129,531	51,813	2,568,881	865,343	7
Phillips.....	8,938,389	2,614,219	190,937	50,397	3,888,612	1,548,808	13,113,019	4,307,505	7
Powder River.....	14,225,181	3,869,114	213,244	65,126	2,392,029	931,177	16,930,524	4,965,487	7
Powell.....	7,624,305	2,332,046	.....	.....	14,000	5,600	7,635,454	2,337,795	7
Prairie.....	10,349,772	3,056,942	796,589	212,199	4,923,526	1,947,705	16,090,919	5,237,878	6
.....	4,341,342	1,294,119	79,442	20,998	2,842,410	1,136,282	7,263,194	2,451,399	7
Ravalli.....	12,690,971	3,675,401	264,952	51,521	1,479,870	578,213	14,440,378	4,309,720	7
Richland.....	11,942,513	3,420,631	185,280	26,646	2,016,005	802,844	14,143,996	4,250,319	7
Rosevelt.....	11,190,026	2,949,651	128,640	34,848	5,063,594	2,021,436	16,382,922	5,006,935	6
Rosebud.....	10,348,696	3,119,092	169,271	46,887	5,096,110	2,025,502	16,113,044	5,690,385	6
Sanders.....	6,564,237	1,932,891	5,002,695	1,415,364	5,370,519	2,144,960	17,019,128	5,574,892	6
Sheridan.....	12,739,626	3,174,844	51,726	14,095	1,696,880	676,667	14,541,725	3,869,099	7
Silver Bow.....	53,730,255	15,168,030	11,293,085	1,944,065	7,566,325	2,904,098	74,463,170	21,888,698	3
Stillwater.....	8,783,204	2,504,130	2,112,115	632,675	2,233,451	869,941	13,143,052	4,020,028	7
Sweet Grass.....	8,593,340	2,561,686	105,504	25,887	2,045,757	814,333	10,744,581	3,401,906	7
Teton.....	15,809,925	4,302,484	132,810	30,621	3,568,369	1,380,530	19,512,718	5,715,249	6
Toole.....	11,711,687	3,327,242	507,251	159,069	4,859,210	1,943,631	17,798,425	6,150,269	6
Treasure.....	2,889,030	857,629	44,650	9,056	1,151,032	449,140	4,084,612	1,315,825	7
Valley.....	15,225,653	4,133,758	310,096	78,447	4,694,943	1,869,499	20,246,796	6,097,808	6
Wheatland.....	6,980,404	2,036,082	474,889	119,882	2,905,566	1,156,954	10,360,959	3,312,918	7
Wibaux.....	4,193,730	1,235,745	13,000	3,061	1,035,903	413,572	5,245,986	1,655,731	7
Yellowstone.....	65,471,157	18,344,233	1,749,738	445,333	8,374,583	3,207,096	75,595,478	21,996,062	3
THE STATE.....	\$826,697,136	\$234,295,040	\$ 75,520,777	\$ 19,951,139	\$189,685,592	\$74,862,462	\$9,511,973	\$1,101,415,478	\$338,560,614

Sec. 4741. Revised Codes of Montana, 1935. Classification of Counties. For the purpose of regulating the compensation and salaries of all county officers, not otherwise provided for, and for fixing the penalties of officers bonds, the several counties of this state shall be classified according to that percentage of the true and full valuation of the property therein upon which the tax levy is made, as follows:

- First Class. All counties having a taxable valuation of fifty millions of dollars or over;
Second Class. All counties having such a taxable valuation of more than thirty millions and less than fifty millions of dollars;
Third Class. All counties having such a taxable valuation of more than twenty millions and less than thirty millions of dollars;
Fourth Class. All counties having such a taxable valuation of more than fifteen millions and less than twenty millions of dollars;
Fifth Class. All counties having such a taxable valuation of more than ten millions and less than fifteen millions of dollars;
Sixth Class. All counties having such a taxable valuation of more than five millions and less than ten millions of dollars;
Seventh Class. All counties having such a taxable valuation of less than five millions of dollars.

ASSESSED AND TAXABLE VALUES OF EACH KIND OF PROPERTY AND PERCENTAGE EACH ITEM BEARS TO TAXABLE VALUE OF THE STATE FOR THE YEARS 1941 AND 1942

	1941				1942			
	Assessed Value	Taxable Value	Per-centage to Total	Class	Assessed Value	Taxable Value	Per-centage to Total	
REAL ESTATE AND IMPROVEMENTS:								
Irrigated Land	\$ 48,162,741	\$ 14,488,822	4.37	30	\$ 47,998,356	\$ 14,399,596	4.25	
Non-irrigated Tillable Lands	108,650,962	32,590,962	9.86	30	108,968,962	32,690,962	9.66	
Grazing Lands	2,516,881	2,516,881	1.54	30	2,516,881	2,516,881	7.52	
State Land Under Contract	43,485,095	13,919,104	3.19	30	43,485,095	13,320,909	3.06	
Improvements on Above Agricultural Land								
TOTAL All Farm Land and Improvements	\$ 284,648,365	\$ 85,364,609	25.83		\$ 287,538,226	\$ 86,261,468	25.48	
Timber Lands								
Unclassified Land	107,069,682	3,312,905	.97	30	106,451,405	3,315,422	.93	
Industrial Sites	46,484,847	139,454	.04	30	46,484,847	139,454	.04	
Improvements on Industrial Sites	1,676,425	502,928	.15	30	1,676,425	502,928	.15	
Improvements on Mining Claims	2,569,888	1,569,888	2.38	100	2,569,888	1,569,888	2.31	
Improvements on Mining Claims	3,519,123	1,055,737	.32	30	3,519,123	1,055,737	.31	
Mineral Reservations	425,256	425,256	.13	100	425,256	425,256	.13	
City and Town Lots	51,740,864	15,222,259	4.70	30	51,731,560	15,519,468	4.58	
Improvements on City and Town Lots	156,358,478	47,056,043	14.24	30	161,183,651	48,355,959	14.28	
TOTAL All Real Estate and Improvements	\$ 637,871,809	\$ 162,534,843	49.18		\$ 646,937,722	\$ 165,096,375	48.74	
LIVESTOCK:								
Horses	\$ 6,881,754	\$ 1,982,918	57	33 1/2	\$ 6,882,982	\$ 1,954,327	58	
Cattle	33,526,546	11,776,516	33.8	33 1/2	43,185,372	14,388,457	43.6	
Sheep	14,811,463	4,938,154	1.50	33 1/2	17,782,389	5,927,463	1.75	
Pigs	492,997	164,322	.05	33 1/2	1,060,865	353,622	.10	
Swine	392,029	130,676	.04	33 1/2	518,916	172,972	.05	
Other								
TOTAL All Livestock	\$ 51,907,789	\$ 18,302,595	5.54		\$ 68,390,524	\$ 22,796,841	6.73	
PERSONAL PROPERTY OTHER THAN LIVESTOCK:								
Real Estate and Improvements	\$ 19,094,490	\$ 3,818,898	1.16	20	\$ 19,981,327	\$ 3,996,927	1.18	
Farm Machinery and Equipment	14,470,350	2,994,070	.88	20	18,339,531	3,647,906	1.98	
Machinery Other Than Farm, Mining or Manufacturing	3,285,093	657,019	.20	20	3,525,564	705,113	.21	
Solvent Credits	24,299,831	1,700,388	.61	7	24,462,426	1,712,370	.51	
Agricultural Products Not Classified as Merchandise	10,745,976	11,136,920	3.22	7	20,490,290	11,432,220	.32	
Furniture and Fixtures of Stores, Offices, Hotels, etc.	8,465,502	2,321,167	.85	33 1/2	8,566,704	2,752,235	.81	
Furniture and Fixtures of Stores, Offices, Hotels, etc.	10,652,430	3,195,726	.97	30	10,662,746	3,198,824	.95	
Manufacturing Machinery, Fixtures, Supplies, etc.	6,596,633	1,978,990	.60	30	7,982,498	2,394,749	.71	
Mining Machinery, Fixtures, Supplies	1,519,911	455,973	.14	30	1,463,697	436,109	.13	
Bank Stock and Money Capital	12,176,626	3,449,255	1.01	20	12,838,516	3,863,926	1.14	
Aircraft	1,467,991	469,330	.14	33 1/2	1,467,991	469,330	.15	
Motor Vehicles in the Hands of Dealers	38,614,657	7,222,331	2.34	20	44,310,070	8,863,014	2.52	
Motor Vehicles in the Hands of Users	32,966	13,592	.00	40	32,800	13,120	.00	
Motor Vehicles in the Hands of Users	2,896,165	1,068,499	.30	Various	2,821,967	1,053,767	.31	
All Other Personal Property								
TOTAL All Personal Property Other Than Livestock	\$ 187,651,040	\$ 42,467,322	12.86		\$ 212,208,890	\$ 46,431,824	13.72	
OPERATING PROPERTY OF PUBLIC UTILITIES:								
Real Estate and Improvements	\$ 40,341,465	\$ 12,102,440	3.66	30	\$ 40,351,596	\$ 12,108,478	3.58	
Personal	32,766,239	7,692,959	2.33	Various	35,159,182	7,842,661	2.31	
TOTAL Locally Assessed Property of Public Utilities	\$ 73,107,704	\$ 19,795,399	5.99		\$ 75,520,777	\$ 19,951,139	6.89	
TOTAL ALL ASSESSMENTS by County Assessors	\$ 853,541,342	\$ 243,100,759	73.56		\$ 902,217,913	\$ 254,186,179	75.08	
ALLOCATIONS OF UTILITY LINES by State Board of Equalization	\$ 189,850,294	\$ 74,652,188	22.66	40	\$ 189,686,592	\$ 74,862,462	22.11	
NET PROCEEDS OF MINES by State Board of Equalization	\$ 2,617,086	\$ 1,217,086	2.73	100	\$ 5,511,973	\$ 5,511,973	2.81	
GRAND TOTAL ALL ASSESSMENTS	\$ 1,066,418,722	\$ 330,470,033	100.00		\$ 1,101,416,478	\$ 338,560,614	100.00	

TAXES LEVIED IN MONTANA, 1941 AND 1942

	1941	1942
ASSESSED VALUATION OF STATE	\$1,055,418,722	\$1,101,415,478
TAXABLE VALUATION OF STATE	830,470,033	838,560,614

Amounts Levied

STATE

General	600,000	600,000
University	1,150,525	1,150,525
Capitol Building Refunding Bonds	1,150,525	1,150,525
Insane Asylum Bond Interest and Sinking	1,150,525	1,150,525
Livestock Funds	1,150,525	1,150,525

COUNTIES:

General	1,150,525	1,150,525
High School	1,150,525	1,150,525
Bridge	1,150,525	1,150,525
Poor	1,150,525	1,150,525
Bond Interest and Sinking	1,150,525	1,150,525
County Jail	1,150,525	1,150,525
County Library	1,150,525	1,150,525
Farm Bureau	1,150,525	1,150,525
Miscellaneous	1,150,525	1,150,525
Per Capita Special Poor	1,150,525	1,150,525

SCHOOLS:

General	1,150,525	1,150,525
High School	1,150,525	1,150,525
District Schools	1,150,525	1,150,525

HIGH SCHOOL DISTRICT

.....	1,150,525	1,150,525
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MISCELLANEOUS:

Fire District	1,150,525	1,150,525
Bail Insurance	1,150,525	1,150,525
Irrigation and Drainage Districts	1,150,525	1,150,525
Miscellaneous	1,150,525	1,150,525

TOTAL ALL TAXES EXCEPT CITIES AND TOWNS

.....	1,150,525	1,150,525
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CITIES AND TOWNS:

General	1,150,525	1,150,525
Special Improvements	1,150,525	1,150,525

GRAND TOTAL OF ALL TAXES FOR ALL PURPOSES

.....	1,150,525	1,150,525
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TAXES LEVIED FOR COUNTY PURPOSES—1942

	Gen. Fund		Road Fund		Bridge Fund		Poor Fund	
	Mills	Amt.	Mills	Amt.	Mills	Amt.	Mills	Amt.
Beaverhead.....	11.00	\$66,861	5.00	\$20,520	2.00	\$10,336	6.00	\$31,009
Big Horn.....	8.50	43,792	5.00	22,450	.50	2,576	3.00	15,456
Blaine.....	14.00	71,225	5.00	21,921	4.00	20,350	6.00	30,525
Broadwater.....	10.00	28,822	5.00	12,815	1.25	3,602	5.00	14,411
Carbon.....	8.30	51,044	5.00	24,782	2.00	12,300	6.00	36,899
Carter.....	14.00	34,121	5.00	11,563	3.00	7,311	6.00	14,623
Cascade.....	10.05	269,648	5.00	76,394	1.02	27,367	6.00	160,984
Chouteau.....	7.00	50,936	5.00	33,399	3.00	21,829	4.00	29,108
Custer.....	8.55	54,739	.....	.....	1.25	8,003	6.00	38,413
Daniels.....	11.30	32,446	5.00	13,036	2.00	5,742	6.00	17,228
Dawson.....	8.00	44,947	5.00	19,981	.....	.....	5.00	28,092
Deer Lodge.....	10.50	96,770	3.50	20,760	.50	4,608	6.00	55,297
Fallon.....	9.00	25,124	5.00	11,990	1.00	2,791	2.50	6,979
Fergus.....	11.50	111,237	5.00	37,230	2.50	22,247	6.00	58,037
Flathead.....	10.28	105,885	2.00	13,940	1.00	10,300	6.00	61,800
Gallatin.....	7.40	87,915	5.00	39,839	1.50	17,821	2.50	29,701
Garfield.....	16.00	25,485	3.00	4,778	1.00	1,593	6.00	9,557
Glacier.....	8.30	61,653	4.98	32,548	1.00	7,428	3.50	25,998
Golden Valley.....	12.50	23,468	5.00	8,823	.50	939	5.00	9,387
Granite.....	12.50	36,642	5.00	13,257	1.50	4,397	4.00	11,725
Hill.....	8.00	61,640	2.00	10,522	.....	.....	4.00	30,842
Jefferson.....	14.00	52,893	5.00	17,496	3.00	11,335	4.00	15,113
Judith Basin.....	5.00	24,678	4.00	18,778	1.00	4,935	3.00	14,807
Lake.....	9.00	49,978	5.00	24,434	3.00	16,660	5.00	27,766
Lewis & Clark.....	9.10	145,002	.....	.....	.....	.....	4.10	65,330
Liberty.....	15.00	32,917	5.00	10,375	2.00	4,426	5.00	11,006
Lincoln.....	10.00	45,425	.....	.....	2.00	9,085	6.00	27,255
Madison.....	10.00	48,980	5.00	23,138	3.00	14,694	6.00	29,388
McCone.....	12.00	29,983	5.00	11,898	2.00	4,997	6.00	14,991
Meagher.....	12.00	33,947	5.00	13,080	2.00	5,655	4.00	11,316
Mineral.....	14.20	30,827	3.70	7,815	1.20	2,605	6.00	13,025
Missoula.....	10.00	136,269	.....	.....	.....	.....	6.00	81,761
Musselshell.....	11.00	30,946	3.00	6,818	1.00	2,813	6.00	16,880
Park.....	7.10	50,737	5.40	23,902	1.00	7,146	3.00	21,438
Petroleum.....	16.00	13,846	3.00	2,416	2.00	1,731	5.00	4,327
Phillips.....	14.42	62,017	5.00	18,245	3.26	14,020	6.00	25,804
Pondera.....	10.20	50,659	5.00	24,578	2.50	12,664	5.00	24,678
Powder River.....	13.00	30,344	5.00	11,670	1.50	3,501	4.00	9,336
Powell.....	12.00	62,624	5.00	21,569	1.00	5,219	4.60	24,006
Prairie.....	9.00	22,208	2.50	5,509	2.00	4,935	3.00	7,403
Ravalli.....	11.25	48,484	5.00	18,093	4.00	17,238	6.00	25,858
Richland.....	16.00	67,999	5.00	17,596	2.00	8,500	6.00	25,500
Roosevelt.....	5.22	26,131	4.85	20,056	2.00	10,012	3.29	16,470
Rosebud.....	11.50	65,429	1.00	5,199	2.00	11,379	3.00	17,069
Sanders.....	8.50	47,386	5.00	25,108	2.00	11,150	6.00	33,449
Sheridan.....	.....	.....	5.00	16,808	2.00	7,738	4.00	15,476
Silver Bow.....	16.00	348,682	.....	.....	.11	2,724	6.00	130,756
Stillwater.....	12.00	48,240	5.00	18,607	2.00	8,040	6.00	24,120
Sweet Grass.....	9.00	30,618	3.00	8,727	.50	1,701	4.50	15,309
Teton.....	12.00	68,597	5.00	25,192	1.50	8,650	5.00	28,734
Toole.....	9.00	55,348	4.00	19,815	.....	.....	4.00	24,599
Treasure.....	13.00	17,105	5.00	5,965	2.00	2,631	4.00	5,263
Valley.....	6.00	36,586	5.00	24,812	3.50	21,342	6.00	36,586
Wheatland.....	9.00	29,816	2.00	5,649	.....	.....	1.00	3,213
Wibaux.....	15.00	24,835	4.00	5,913	.....	.....	4.50	7,450
Yellowstone.....	8.30	182,567	.....	.....	.85	18,696	6.00	131,975
THE STATE.....		\$3,426,493		\$909,609		\$447,762		\$1,703,528
1933.....		\$3,513,850		\$700,111		\$430,321		\$1,946,823
1934.....		3,560,482		684,925		417,827		1,959,876
1935.....		3,554,696		767,314		463,365		1,978,667
1936.....		3,341,260		818,623		442,620		1,886,720
1937.....		3,726,081		869,234		514,990		1,889,445
1938.....		3,857,960		937,586		588,914		1,949,575
1939.....		3,669,457		918,911		509,235		1,850,808
1940.....		3,739,437		870,642		522,062		1,858,956
1941.....		3,568,043		895,007		521,618		1,861,435
1942.....		3,426,493		909,609		447,762		1,703,528

WARRANT AND BONDED INDEBTEDNESS OF THE STATE OF MONTANA GENERAL OBLIGATIONS

Date of Series	Amount	Interest	Due	Retired	Amount	Outstanding	GENERAL FUND WARRANTS			Total Net Indebtedness
							Outstanding	Cash	Indebtedness	
June 30, 1923							\$3,644,059.17	\$ 24,137.87	\$3,619,921.30	\$7,439,845.86
June 30, 1924							3,702,105.15	106,558.38	3,595,546.77	8,151,371.61
June 30, 1925							3,947,253.45	139,851.02	3,807,402.43	8,718,741.11
June 30, 1926							3,158,389.97	39,397.01	3,118,992.96	7,925,022.36
June 30, 1927							3,259,327.97	94,730.55	3,164,597.42	7,873,066.73
June 30, 1928							3,064,609.09	305.27	3,064,303.82	7,717,006.03
June 30, 1929							3,274,873.63	None	3,274,873.63	7,768,590.58
June 30, 1930							3,469,094.51	1,974.20	3,467,120.31	7,802,559.70
June 30, 1931							3,393,172.55	9,330.81	3,383,841.74	7,828,426.43
June 30, 1932							4,107,590.40	140,717.35	3,966,873.05	7,930,583.02
June 30, 1933							1,034,401.81	181,592.86	852,808.95	8,923,001.75
June 30, 1934							1,370,601.40	16,007.60	1,354,593.80	9,308,775.44
June 30, 1935							2,281,587.34	25.97	2,281,561.37	9,990,336.81
June 30, 1936							1,447,500.99	183,843.84	1,263,657.15	8,556,016.40
June 30, 1937							633,842.39	2,484.14	631,358.25	8,556,016.40
June 30, 1938							402,858.35	21,337.59	381,520.76	8,680,324.98
June 30, 1939							155,496.23	21,466.50	134,029.73	5,746,296.71
June 30, 1940							291,550.89	267,855.62	23,695.27	4,315,451.30
June 30, 1941							304,372.82	703,732.40	398,345.03	4,315,451.30
June 30, 1942							278,080.96	692,749.42	404,358.18	3,728,055.88
June 30, 1943							208,352.88	2,611,956.84	12,403,624.26	3,066,380.26
June 30, 1944										2,877,888.86
June 30, 1945										425,443.77

*University Millage Fund.
\$232,224.75 of the outstanding bonds are Capitol Building Refunding bonds; \$2,871,000.00 are Funding bonds issued to take up State General Fund Warrants; and \$500,000.00 are Insane Asylum bonds authorized at the general election held in November, 1940.

SPECIAL PROJECTS STATEMENT OF HIGHWAY DEBENTURES AS OF JUNE 30, 1942

Series	Date of Issue	Amount	Interest Rate	Due Date	Retired Date	Amount Retired	Amount Outstanding
A	Sept. 1, 1931	\$ 858,000.00	4 1/2 %	Dec. 31, 1934	Dec. 31, 1934	\$ 858,000.00	
B	Sept. 1, 1931	858,000.00	4 1/2 %	Dec. 31, 1935	Dec. 31, 1935	858,000.00	
C	Aug. 1, 1932	250,000.00	4 1/2 %	Dec. 31, 1937	Dec. 31, 1937	250,000.00	
D	Dec. 16, 1933	182,000.00	4 %	Dec. 31, 1937	Dec. 31, 1937	182,000.00	
E	Dec. 16, 1933	210,000.00	4 %	Dec. 31, 1939	Dec. 31, 1939	210,000.00	
F	Dec. 16, 1933	210,000.00	4 %	Dec. 31, 1939	Dec. 31, 1939	210,000.00	
G	Apr. 1, 1934	68,000.00	4 1/2 %	Dec. 31, 1939	Dec. 31, 1939	68,000.00	
H	Mar. 16, 1939	1,500,000.00	1 1/2 %	Mar. 16, 1939	Dec. 31, 1940	858,000.00	1,500,000.00
I	July 1, 1939	1,500,000.00	1 1/2 %	July 1, 1949		1,500,000.00	1,500,000.00
J	July 1, 1939	\$7,500,000.00				\$4,500,000.00	\$3,000,000.00

STATE OF Montana

STATUS OF STATE HIGHWAY DEBT

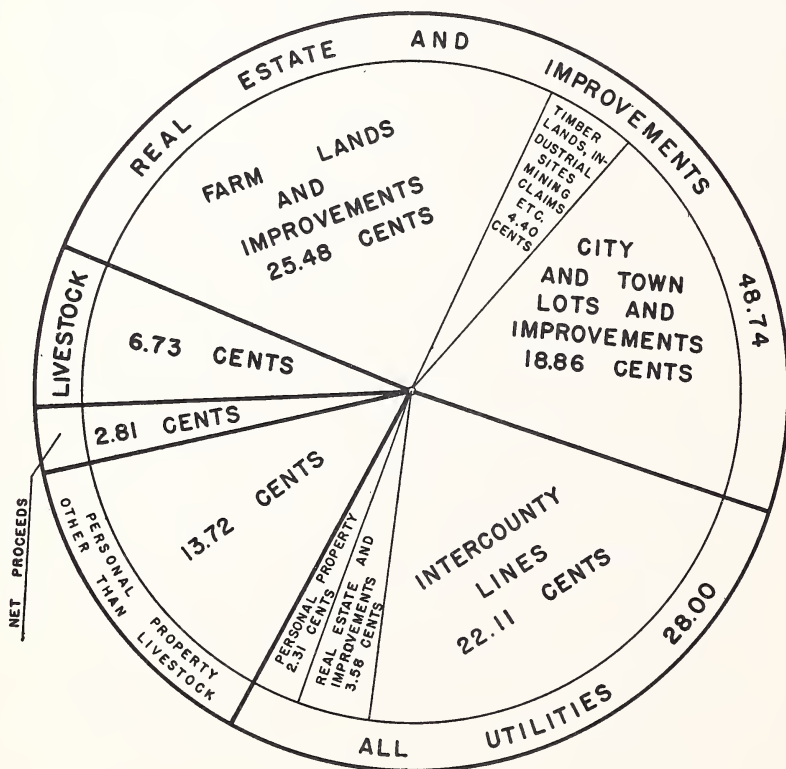
-182-

CLASS OF OBLIGATION Debenture STATE OF Montana

FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1941.

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THE 1942 TAX DOLLAR WHERE IT CAME FROM



THE PROPERTY TAX DOLLAR 1936-1942

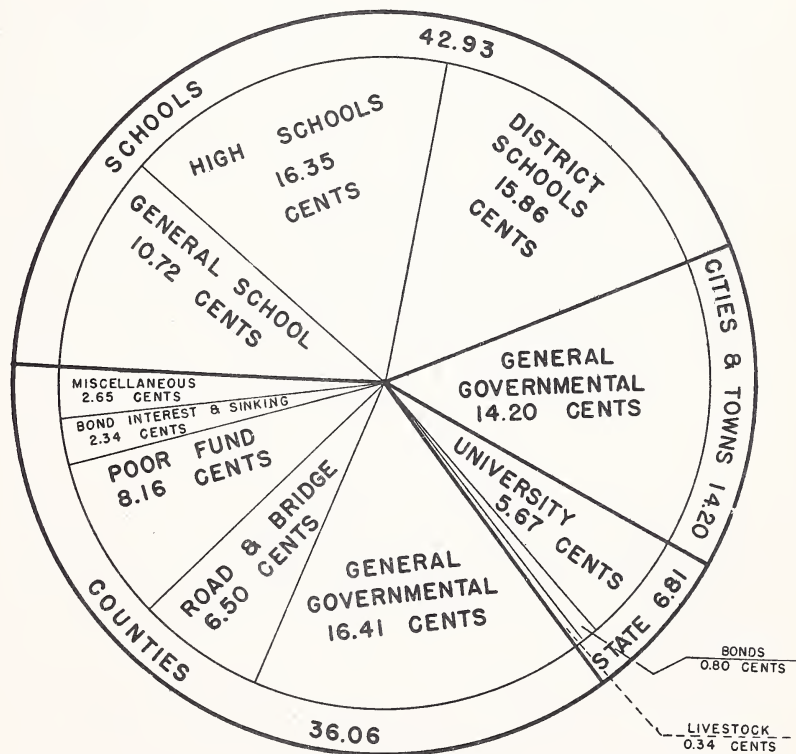
SOURCE

	1936	1939	1942
	CENTS	CENTS	CENTS
FARM LANDS AND IMPROVEMENTS	30.83	27.90	25.48
OTHER REAL ESTATE AND IMPVTS.	4.69	4.77	4.40
CITY AND TOWN LOTS AND IMPVTS.	17.88	19.61	18.86
ALL REAL ESTATE AND IMPVTS.	53.40	52.28	48.74
PUBLIC UTILITIES	29.24	29.82	28.00
NET PROCEEDS* OF MINES	2.94	1.80	2.81
LIVESTOCK	4.64	4.10	6.73
PERSONAL PROPERTY	9.78	12.00	13.72
	100.00	100.00	100.00

DISTRIBUTION

	1936	1939	1942
	CENTS	CENTS	CENTS
THE STATE	10.73	7.67	6.81
COUNTIES	36.55	37.77	36.06
CITIES & TOWNS	12.49	12.98	14.20
SCHOOLS	40.23	41.58	42.93
	100.00	100.00	100.00

THE 1942 TAX DOLLAR WHERE IT GOES



THIS TAX DOLLAR SHOWS THE DISTRIBUTION OF TAXES RAISED BY MILL LEVIES WHICH ARE APPLICABLE TO ALL PROPERTY WITH THE EXCEPTION OF LIVESTOCK TAXES, WHICH ARE COMPUTED UPON THE VALUE OF LIVESTOCK ONLY. PER CAPITA TAXES, SPECIAL FIRE DISTRICT TAXES, DRAINAGE AND IRRIGATION DISTRICT, AND CITY AND TOWN SPECIAL IMPROVEMENT DISTRICT ASSESSMENTS, HAIL INSURANCE PREMIUMS AND MISCELLANEOUS LOCAL AND DISTRICT TAXES ARE ELIMINATED.

COUNTY ROAD FINANCE REPORT

ALL COUNTIES

State of Montana For fiscal year ending 6/30/11

Receipts during year

1. Balance on hand at beginning of year:	
a. Highway funds	\$ 843,666.77
b. Bond int. & sinking fund (incl. cash & investments)	\$ 292,745.13
Total	\$ 1,136,411.90
2. Receipts from county revenue sources:	
a. Road property tax levies	\$ 1,367,892.05
(1) For debt service	\$ 510,489.76
(2) Total (1+2)	\$ 1,878,381.81
b. Bridge property tax levies:	
(1) For current work	\$ 611,137.61
(2) For debt service	\$ 624,263.50
Total (1+2)	\$ 1,235,401.11
c. Appropriations from county general or other non-highway funds:	
(1) For current work	
(2) For debt service	
(3) Total (1+2)	
d. Motor vehicle registration fees	
e. Receipts from other counties	
f. Bridge, ferry or road tolls	
g. Earnings of sinking funds (interest, etc.)	\$ 787,777
h. Miscellaneous receipts	\$ 2,320,433.12
Total (a to h incl.)	\$ 3,577,667.22
3. Receipts from State government:	
a. Motor vehicle revenue - Registration fees	
b. Other (specify by note)	
Total (a+b)	\$ 1,377,057.22
4. Funds provided by Federal govt. (do not include loans):	
a. Public Works Administration	
b. Federal Lands Administration	
c. By other agencies (specify by note)	
Total (a+b+c)	\$ 45,725.20
5. Proceeds of issue of bonds (incl. Federal loans):	
Bonds	
(1) Original issues	
(2) Refunding issues	
Total (1+2)	\$ 4,144,332.54
6. Total receipts during year (2 to 5 incl.):	\$ 5,280,309.42
7. Total funds available (1+6):	

COUNTY ROAD FINANCE REPORT

ALL COUNTIES

State of Montana For fiscal year ending 6/30/11

Disbursements during year

8. Construction and maintenance of roads and bridges:	
Object of expenditure	
Acquisition:Construction:Maintenance	
of right-of roads and : of roads and	
of-way : bridges : bridges	
(1) (2) (3) (4) (5)	
a. Disbursements by county	
(1) On county roads	\$ 265,898.34
(2) On county bridges	\$ 198,671.09
(3) On State highways	\$ 511,381.40
(4) On State funds:Planes	\$ 500,176.46
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CITY STREET FINANCE REPORT

ALL INCORPORATED CITIES AND TOWNS IN MONTANA

State of Montana

For fiscal year ending 6/30/41

Receipts during year

1. Balance on hand at beginning of year:	
a. Street funds	
(1) City	\$ 155,380.11
(2) Special assessment district	\$ 2,850.00
b. Bond int. & sinking fund (incl. cash & investments)	\$ 138,230.14
(1) City	\$ 14,317.00
(2) Special assessment district	\$ 15,376.10
Total (a+b)	\$ 307,776.25
2. Receipts from city revenue sources:	
a. Special taxes	
(1) For current work - Jarvis	\$ 524,111.42
(2) For debt service	
Total (1+2)	\$ 524,111.42
b. Special city services	
(1) For current work	\$ 16,675.70
(2) For debt service	\$ 270,697.81
Total (1+2)	\$ 287,373.51
c. Appropriations from the general or other non-street funds	
(1) For current work	\$ 21,021.76
(2) For debt service	\$ 21,021.76
d. Special city imposts on motor vehicles or operators	\$ 1,870.25
e. Receipts from county (describe by note)	
f. Bridge, Public Health Division Fee	\$ 55,000.00
g. Unclassified receipts	
(1)	
(2) Total (1+2)	
Total (a to g incl.)	\$ 885,107.21
3. Funds provided by Federal govt. (do not include loans):	
a. By Public Works Administration	
b. By other agencies (specify by note)	
Total (a+b)	
4. Proceeds of issues of bonds & notes (incl. Federal loans):	
a. General city streets	
(1) Original issues	
(2) Refunding issues	
Total (a+b)	
b. Special assessment improvements	
(1) Original issues	\$ 95,850.98
(2) Refunding issues	\$ 187,199.36
Total (a+b)	\$ 283,050.34
5. Total receipts during year (2 to 4 incl.)	\$ 979,256.12
6. Total funds available (1+5)	\$ 1,197,199.36

CITY STREET FINANCE REPORT

ALL INCORPORATED CITIES AND TOWNS IN MONTANA

State of Montana

For fiscal year ending 6/30/41

Disbursements during year

7. Construction and maintenance of streets:	
Object of expenditure	
Acquisition: Construction: Maintenance	
Right of ways: Streets: Sidewalks	
Curbs and sidewalks: and alleys	
Total	(5)
a. Direct expend. by the city:	
(1) Special assess. district	
(2) From reg. city funds	\$ 86,500.93
(3) From spec. assess. funds:	\$ 191,292.08
Total (1+2+3)	\$ 277,793.01
b. Contributions to other govt.	
(1) To the State	\$ 128,611.98
(2) For work on city sts.	\$ 193,292.08
Total (1+2)	\$ 321,904.06
Total disbursements for cons. & maintenance (a+b)	\$ 600,697.07
8. Misc. street expenses not included in other items:	
a. Salary & exp. costs not charged in item 7	
b. Electric power	
c. Misc. expenses (specify by note)	
Total (a+b+c)	\$ 45,121.91
Total (a+b+c)	\$ 645,818.98
9. Debt service:	
a. General city street obligations	
(1) Bonds	
(2) Redemption from current revenue or sinking funds	
(3) Red. by ref. or note ext.	
b. Special assessment district oblig.	
(1) Interest	\$ 88,784.48
(2) Redemption from current revenue or sinking funds	\$ 186,377.29
(3) Red. by ref. or note ext.	
Total (1+2+3)	\$ 275,161.77
Total (a+b)	\$ 275,161.77
10. Other disbursements out of street funds:	
a. Other (specify) - Transfer from Street Fund to Traffic Fund	\$ 244.39
Total (a+b)	\$ 244.39
11. Total disbursements during year (7 to 10 incl.):	\$ 921,825.14
12. Balance on hand at end of year:	
a. Street funds	
(1) City	\$ 14,438.12
(2) Special assessment district	\$ 15,376.10
Total (1+2)	\$ 29,814.22
b. Bond int. & sinking fund (incl. cash & investments)	
(1) City	\$ 35,632.00
(2) Special assessment district	\$ 29,199.36
Total (1+2)	\$ 64,831.36
Total (a+b)	\$ 94,645.58
13. Total funds available (11+12) (to equal item 6)	\$ 1,197,199.36

REPORT ON COUNTY ROAD AND BRIDGE BONDS

ALL COUNTIES

State of Montana

For fiscal year ending 6/30/41

A. Details of issues during year

Style and description of issue	Maturities	Proceeds of sales during year				
		Int. rate	Serial issues	Term	Premium	
		per cent.	per year	in years	or discount	Accrued interest
(1)	(2)	(3)	(4)	(5)	(6)	(7)
						Total
						(7)

B. Application of proceeds of sales

1. For construction and reconstruction of roads and bridges:						
a. On county roads						
b. On streets of incorporated places						
City of						
City of						
City of						
City of						
City of						
Total (a+b)						
2. For debt service						
a. Refunding of bonds & funding or extension of notes						
b. Regular payments of principal on outstanding debt						
c. Interest payments						
Total (a+b+c)						
3. For other purposes (specify)						
Total proceeds of sale (1+2+3)						
(to equal total of column (9) above)						

REPORT ON COUNTY ROAD AND BRIDGE BONDS

ALL COUNTIES

State of Montana

For fiscal year ending 6/30/41

C. Change in debt status during year

		Road & bridge bonds
1. Amount outstanding at beginning of year		\$ 2,185,592.15
2. Amount issued during year (par value)		
a. Original issue		
b. Refunding issues or extensions		
Total (a+b)		
3. Amount redeemed during year (par value)		
a. Out of current revenue or sinking funds		\$ 207,179.28
b. Out of refunding issues		
Total (a+b)		\$ 207,179.28
4. Amount outstanding at end of year (1+2-3)		\$ 1,978,412.87

D. Statement of sinking fund or interest and redemption fund

		Road & bridge bonds
1. Balance on hand at beginning of year (cash & invest.):		\$ 292,945.43
2. Receipts during year:		
a. Proceeds of issues of bonds & notes		
(1) Principal applied to debt service		
(2) Proceeds of refunding issues		
(3) Premium on sale of bonds		
(4) Interest on bonds		
(5) Accrued interest on sales		
Total (1+2+3)		
b. Earnings of sinking fund		
(1) Int. on deposits & investments		
(2) Dividends on investments		
(3) Other receipts (specify source)		
Total (1+2)		
c. Transfers from county road funds		
d. Other receipts (specify source)		
(1) -		
(2) -		
(3) -		
Total (1+2+3)		
Total receipts during year (a to d incl.):		
3. Total funds available for debt service (1+2):		
4. Disbursements during year:		
a. Interest		\$ 83,135.92
b. Redemption		\$ 207,179.28
c. Other disbursements (specify)		
Total (a+b+c)		\$ 288,315.20
5. Balance on hand at end of year (cash & investments):		\$ 245,245.99

REPORT ON CITY STREET BONDS

ALL INCORPORATED CITIES AND TOWNS IN MONTANA

State of Montana

For fiscal year ending 6/30/41

A. Details of issues during year									
Title description of issue	Maturities			Proceeds of sales during year					
	Int. rate	Serial issue	Years: due	Annual amount	Year due	Par value	Premium or discount	Interest	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9)
Sheridan	3	1951	450.00		4,500.00				\$ 4,500.00
Laurel	3	1942	2,750.00		11,000.00				11,000.00
Bossman	6	1960	4,017.55		80,350.98				80,350.98
TOTAL			7,217.55		95,850.98				95,850.98

B. Application of proceeds of sales

1. For construction and reconstruction of streets:									
a. On streets									\$ 95,850.98
2. For debt service:									
a. Refunding of bonds and funding or extension of notes									
b. Regular payments of principal on outstanding debt									
c. Interest payments									
Total (a+b+c)									
3. For other purposes (specify):									
Total proceeds of sale (1+2+3)									\$ 95,850.98
(To equal total of column (9) above)									

REPORT ON CITY STREET BONDS

ALL INCORPORATED CITIES AND TOWNS IN MONTANA

State of Montana

For fiscal year ending 6/30/41

C. Change in debt status during year

	Street bonds
1. Amount outstanding at beginning of year:	\$ 1,316,309.92
2. Amount issued during year (par value):	
a. Original issues	\$ 95,850.98
b. Refunding issues or extensions	
Total (a+b)	\$ 95,850.98
3. Amount redeemed during year (par value):	\$ 186,337.99
a. Redemption of bonds or sinking funds	
b. Out of refunding issues	\$ 186,337.99
Total (a+b)	\$ 186,337.99
4. Amount outstanding at end of year (1+2-3):	\$ 1,227,822.98

D. Statement of sinking fund or interest and redemption fund

	Item	Street bonds
1. Balance on hand at beginning of year (cash & invest.):		\$ 59,672.10
2. Receipts during year:		
a. Proceeds of issues of bonds & notes		
(1) Refunding applied to debt service		
(a) Proceeds of refunding issues		
(b) Other principal applied		
(2) Premium on sales		
(3) Accrued interest on sales		
b. Earnings of sinking fund		
(1) Int. on deposits & investments		
(2) Net profit or loss from exchange of cash & investments (+ or -)		
c. Transfers from city street fund		
d. Other receipts (specify source)		
(1) Taxes		\$ 270,697.61
(2)		
(3)		
Total (1+2+3)		\$ 270,697.61
Total receipts during year (a to d incl.)		\$ 270,697.61
3. Total funds available for debt service (1+2):		\$ 330,569.71
4. Disbursements during year:		
a. Interest		\$ 88,784.48
b. Redemption		\$ 186,337.99
c. Other disbursements (specify)		
Total (a+b+c)		\$ 275,122.47
5. Balance on hand at end of year (cash & investments):		\$ 55,447.24

SUMMARY SCHEDULE OF DATA REPORTED IN
SECTION A OF FORM LB-2

State of Montana

For Year Ending June 30, 1941City and Town Street and Alley Bonds

Bonds			
Amounts issued during year classified by rate of interest		Schedule of maturities of bonds issued during year	
Interest rate percent	Amount issued	Year	Redemptions due
3.0	\$ 15,500.00	1942	\$ 3,200.00
		1943	3,200.00
		1944	3,200.00
		1945	3,200.00
		1946	450.00
		1947	450.00
		1948	450.00
		1949	450.00
		1950	450.00
		1951	450.00
6.0	\$ 80,350.98	1941	4,017.55
		1942	4,017.55
		1943	4,017.55
		1944	4,017.55
		1945	4,017.55
		1946	4,017.55
		1947	4,017.55
		1948	4,017.55
		1949	4,017.55
		1950	4,017.55
		1951	4,017.55
		1952	4,017.55
		1953	4,017.55
		1954	4,017.55
		1955	4,017.55
		1956	4,017.55
		1957	4,017.55
		1958	4,017.55
		1959	4,017.55
		1960	4,017.55
TOTALS	\$ 95,850.98		\$ 95,850.98

MOTOR VEHICLES REGISTERED IN 1941

County	Passenger Cars	Trucks	Fee Exempt	Trailers	Amount Collected Fiscal Year Ended June 30, 1942
Beaverhead.....	2,010	848	35	226	\$ 19,667
Big Horn.....	2,363	1,270	17	199	26,698
Blaine.....	1,957	964	26	83	19,181
Broadwater.....	835	373	4	71	8,167
Carbon.....	2,601	1,034	64	50	25,489
Carter.....	748	307	0	23	3,948
Cascade.....	12,165	2,691	203	276	110,151
Chouteau.....	1,824	1,331	32	40	22,390
Custer.....	2,687	741	39	118	24,511
Daniels.....	1,196	645	10	85	14,050
Dawson.....	2,109	750	27	80	20,155
Deer Lodge.....	3,871	755	44	187	39,243
Fallon.....	967	358	6	28	9,166
Fergus.....	3,831	1,534	51	79	36,526
Flathead.....	6,260	1,956	82	207	57,736
Gallatin.....	5,503	1,695	102	424	51,290
Garfield.....	536	277	1	25	5,141
Glacier.....	2,426	893	19	105	23,512
Golden Valley.....	370	173	5	60	3,472
Granite.....	883	366	11	67	8,799
Hill.....	3,340	1,213	35	76	32,169
Jefferson.....	1,020	400	25	41	9,910
Judith Basin.....	1,034	562	18	37	12,100
Lake.....	2,711	1,192	24	84	26,022
Lewis & Clark.....	6,619	1,399	181	187	55,790
Liberty.....	569	404	3	10	7,372
Lincoln.....	1,716	674	33	73	18,491
Madison.....	1,902	809	29	131	16,742
McCone.....	894	471	4	50	8,865
Meagher.....	656	241	6	96	5,519
Mineral.....	478	254	9	47	6,788
Missoula.....	8,489	1,797	152	200	72,223
Musselshell.....	1,384	445	10	47	12,377
Park.....	3,595	873	37	262	30,247
Petroleum.....	247	132	0	8	2,501
Phillips.....	1,907	789	27	100	15,605
Pondera.....	1,730	993	25	77	19,691
Powder River.....	992	1,994	1	44	15,813
Powell.....	1,639	529	43	105	15,888
Prairie.....	588	268	9	51	5,818
Ravalli.....	3,217	1,376	15	87	30,493
Richland.....	2,371	1,164	24	120	24,812
Roosevelt.....	2,090	1,072	54	123	21,796
Rosebud.....	1,437	531	8	56	13,613
Sanders.....	1,350	567	21	29	17,468
Sheridan.....	1,950	1,050	15	99	19,515
Silver Bow.....	14,334	2,291	202	196	129,448
Stillwater.....	1,427	631	12	60	16,966
Sweet Grass.....	1,031	361	20	204	10,736
Teton.....	2,109	1,149	57	142	23,774
Toole.....	2,099	923	17	117	23,060
Treasure.....	337	216	1	12	4,549
Valley.....	3,223	1,357	25	399	48,920
Wheatland.....	966	332	8	218	8,690
Wibaux.....	549	805	8	34	6,959
Yellowstone.....	12,114	3,251	173	489	125,560
Trailer Exempts (Counties).....				22	
Highway Commission			524	72	
Highway Patrol			190	4	
TOTALS	147,256	51,476	2,823	6,642	\$1,445,582
Motorcycles	523				

STATE OF MONTANA
STATE BOARD OF EQUALIZATION
Helena, Montana

Date 2-6-42

MOTOR FUEL STATISTICS

MOTOR FUEL SOLD AND USED

Accumulative Total
from January 1, 1941
to December 31, 1941

	Month of <u>December</u>			
	Gallons	Amount	Gallons	Amount
1. Taxable				
A. Tax paid on Motor Fuel reported by distributors - - - - -	<u>9,237.036</u>	<u>\$152,309.33</u>	<u>141,545.067*</u>	<u>\$6,936,138.63*</u>
B. Less Refunds allowed to Purchasers of Motor Fuel used for non-taxable purposes - - - - -	<u>2,991,548.4</u>	<u>149,577.42</u>	<u>28,295,825.2</u>	<u>1,414,791.28</u>
Net gallonage and tax (A-B)	<u>6,245,487.6</u>	<u>302,731.91</u>	<u>113,249,241.8</u>	<u>5,521,347.35</u>
2. Non-Taxable				
A. Sold to United States Government	<u>214,344</u>	<u>10,717.20</u>	<u>3,828,448</u>	<u>191,422.40</u>
B. Allowed to Distributors for evaporation and loss - - - -	<u>184,741</u>	<u>9,237.05</u>	<u>2,830,902*</u>	<u>141,545.10*</u>
C. Used by Purchasers for non-taxable purposes (same as Item 1B) - -	<u>2,991,548.4</u>	<u>149,577.42</u>	<u>28,295,825.2</u>	<u>1,414,791.28</u>
Total Non-Taxable (A/B/C) - -	<u>3,390,633.4</u>	<u>\$169,531.67</u>	<u>*24,955,173.4</u>	<u>\$1,747,758.78*</u>
3. Classification of Refunds to Purchasers According to Use				

	Amount	Amount
A. Agriculture - - - - -	<u>\$ 113,344.74</u>	<u>\$ 1,052,253.44</u>
B. Lumbering - - - - -	<u>4,835.78</u>	<u>37,417.95</u>
C. Mining - - - - -	<u>5,531.90</u>	<u>42,809.91</u>
D. Counties - - - - -	<u>7,571.18</u>	<u>58,500.89</u>
E. Cities & Towns - - - - -	<u>975.56</u>	<u>17,747.87</u>
F. School Districts - - - - -	<u>766.86</u>	<u>7,618.78*</u>
G. Railroads & Public Utilities - - - - -	<u>3,348.65</u>	<u>54,029.62</u>
H. Aviation - - - - -	<u>3,769.94</u>	<u>75,974.78</u>
I. Industries - - - - -	<u>775.65</u>	<u>7,908.59*</u>
J. Domestic Heat & Light - - - - -	<u>364.30</u>	<u>3,843.46</u>
K. Private Construction - - - - -	<u>1,841.10</u>	<u>14,900.06</u>
L. Federal Construction - - - - -	<u>2,491.05</u>	<u>8,327.49</u>
M. W.P.A. & Water Conservation Constr. - - - - -		<u>2,327.15</u>
N. Oil Production & Refining - - - - -	<u>2,297.55</u>	<u>14,916.40</u>
O. Commercial - - - - -	<u>1,383.19</u>	<u>13,786.07</u>
P. Miscellaneous - - - - -	<u>279.97</u>	<u>2,428.52</u>

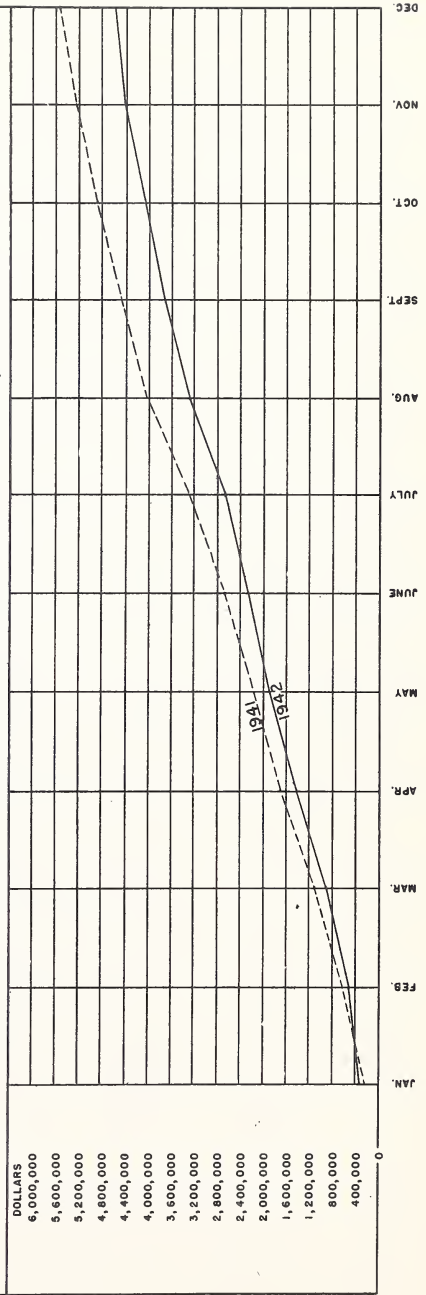
Total Refunds to Purchasers - - - - - \$ 149,577.42 - - - - - \$ 1,414,791.28
(A to P Incl., Same as Items 1B & 2C)

Remarks * Correcting entries on previous reports, to check with Form GT for the year
closing December 31, 1941.

MONTANA HIGHWAY DEPARTMENT
TRAFFIC AND PLANNING SECTION
COMPARISON OF MOTOR FUEL TAX EARNINGS
1941 and 1942

Month	1941			1942			Pct. change for month			Pct. change to date		
	Collections		Refunds	Collections		Refunds	Collections		Refunds	Collections		Refunds
	Gross Dollars	Net Dollars		Gross Dollars	Net Dollars		Gross Pct.	Net Pct.		Gross Pct.	Net Pct.	
January	\$ 363,751	\$ 285,811	\$ 77,940	\$ 373,009	\$ 301,711	\$ 71,268	2.55	5.57	8.56	2.55	5.57	8.56
February	370,290	324,133	45,797	309,073	257,358	51,715	-16.52	-20.67	12.92	-7.07	-8.38	-0.61
March	557,822	521,543	36,279	124,212	379,201	45,011	-23.95	-27.29	24.07	-14.36	-17.10	-4.99
April	559,375	512,229	47,046	558,319	515,087	43,262	.18	.54	.04	-10.08	-11.60	-2.03
May	696,611	584,257	112,354	544,379	465,478	80,901	-22.10	-17.90	39.74	-13.37	-13.21	-14.40
June	697,161	515,696	181,465	512,659	394,271	118,368	-17.43	-23.15	3.42	-11.20	-15.11	-9.13
July	732,506	535,882	120,926	556,475	433,656	122,819	-28.08	-31.37	1.57	-16.46	-18.17	-6.99
August	820,764	708,699	111,865	626,699	531,211	95,488	-23.64	-25.07	-14.61	-17.69	-19.62	-8.99
September	630,764	447,392	203,375	648,186	559,041	89,145	4.44	17.11	20.99	-15.15	-15.97	-11.14
October	592,447	484,379	108,068	535,459	380,937	154,522	8.54	-21.13	20.45	-14.50	-18.40	-6.96
November	192,731	160,971	31,760	265,519	260,871	4,648	3.06	3.06	23.25	-12.55	-15.16	-2.91
December	152,309	302,732	149,577	306,137	131,435	174,702	-32.52	-49.91	3.29	-14.21	-17.44	-1.65
Total	\$6,956,139	\$5,521,347	\$1,434,792	\$5,950,210	\$4,558,457	\$1,391,753						

CUMULATIVE COMPARISON OF NET FUEL TAX EARNINGS TO THE HIGHWAY FUND, 1941 and 1942



GASOLINE LICENSE TAX DRAWBACKS

July 1, 1941 to June 30, 1942

	Amount Allowed	Agri- culture	Lumber- ing	Mining*	Counties	Cities & Towns
Beaverhead.....	\$ 17,378.45	\$ 11,854.50	\$ 152.05	\$ 3,640.72	\$ 1,095.33	\$ 218.50
Big Horn.....	34,188.95	29,702.40	97.45	48.75	1,249.55	263.00
Blaine.....	23,907.14	22,844.97	49.50	30.05	140.22	156.35
Broadwater.....	10,210.81	6,388.13	17.20	3,400.10		39.50
Carbon.....	22,385.95	17,809.15	20.25	2,115.55	1,153.50	
Carter.....	5,634.00	5,170.20	31.75			
Cascade.....	54,312.44	37,834.81	132.95	1,410.61	5,223.05	4,085.60
Chouteau.....	54,319.15	52,485.70	63.45	96.50	1,182.26	10.15
Custer.....	13,888.98	12,252.53		195.62	898.02	
Daniels.....	46,203.43	45,173.16		116.75		16.10
Dawson.....	31,359.24	30,532.78	2.75	61.50	156.30	67.25
Deer Lodge.....	9,674.69	1,868.85	149.95	3,853.13	864.85	953.06
Fallon.....	17,127.75	15,768.10			424.10	
Fergus.....	51,413.77	46,474.38	75.95	1,109.50	1,973.62	447.50
Flathead.....	26,157.79	10,393.61	8,746.19	120.60	4,056.27	685.10
Gallatin.....	45,487.05	36,258.35	763.85	28.75	2,382.80	645.13
Garfield.....	9,090.76	8,974.54				
Glacier.....	18,231.88	11,010.72	9.80		1,200.00	
Golden Valley.....	4,219.00	3,781.82		29.20	361.58	
Granite.....	4,801.08	1,670.43	610.56	1,251.69	918.35	
Hill.....	36,605.30	34,204.93		330.25	725.45	
Jefferson.....	8,182.46	3,436.92	272.05	3,296.22	872.40	
Judith Basin.....	24,380.62	22,977.42	39.50	47.50	1,183.30	10.05
Lake.....	15,696.51	9,880.33	1,460.15	1,015.72	1,183.47	215.55
Lewis & Clark.....	20,311.89	7,578.59	853.75	4,710.76	1,093.65	2,157.77
Liberty.....	14,311.87	14,236.57	16.30			
Lincoln.....	10,730.01	1,407.01	7,462.22	1,553.48		10.85
Madison.....	16,088.02	9,703.47	267.10	3,483.29	1,746.49	240.26
McCone.....	27,773.82	26,962.25		124.75	322.45	26.15
Meagher.....	4,373.45	3,203.43	4.00	17.80	497.97	40.25
Mineral.....	2,801.00	531.40	361.90	484.95		
Missoula.....	22,679.20	5,317.86	5,262.28	1,819.54	2,589.35	1,284.69
Musselshell.....	7,012.78	5,981.36	246.90	316.10		317.00
Park.....	11,250.58	6,528.17	617.00	991.37	1,053.69	769.00
Petroleum.....	2,382.95	2,073.77				
Phillips.....	26,638.41	24,337.08		68.00	1,299.25	
Pondera.....	31,872.82	29,872.39	22.50	23.50	634.65	56.63
Powder River.....	7,393.40	6,761.58	36.25	166.62	279.70	
Powell.....	9,222.61	4,450.92	497.35	3,162.65	702.30	124.40
Prairie.....	8,792.04	8,495.56	4.90		224.53	8.95
Ravalli.....	21,780.65	13,044.50	6,903.20	387.90	774.65	.75
Richland.....	46,389.04	43,371.13	36.60	105.28	1,366.50	58.26
Roosevelt.....	56,416.58	54,582.55		27.50	1,047.68	97.60
Rosebud.....	15,607.97	13,834.19	318.55	517.25	307.30	9.50
Sanders.....	5,933.51	2,947.35	1,393.41	123.57	870.62	160.00
Sheridan.....	56,755.83	54,185.22		150.28	1,402.10	75.00
Silver Bow.....	12,213.20	1,696.00	181.45	2,745.96	3,384.67	1,790.65
Stillwater.....	15,583.97	14,386.90	43.25	260.00	522.91	
Sweet Grass.....	5,031.90	4,219.10	82.50		577.70	66.75
Teton.....	40,920.28	37,624.57	45.65	78.50	631.70	66.15
Toole.....	20,074.13	13,826.03		356.70	767.85	281.40
Treasure.....	9,024.08	8,891.63			92.95	
Valley.....	57,394.14	50,963.52			981.35	372.70
Wheatland.....	6,553.31	5,476.11	151.55		597.80	
Wibaux.....	16,485.85	16,060.95		90.35	116.80	55.00
Yellowstone.....	60,084.09	44,818.67	442.87	114.30	4,290.30	2,825.55
†State Wide.....	115,295.44			16.50		
†Total.....	\$1,370,536.02	\$1,016,118.56	\$37,946.83	\$44,095.61	\$55,422.33	\$18,708.10

Number of Claims approved from July 1, 1941 to June 30, 1942.....41,353
Number of Claims presented from July 1, 1941 to June 30, 1942.....45,678
Number of Permits issued from July 1, 1941 to June 30, 1942.....3,658

*Mining: including Quartz, Placer, Coal Mining, Quarrying, Milling and Smelting.

†State Wide: Gasoline consumed by companies and individuals operating in more than one county where it is impossible to allocate to any degree of accuracy the amount used in separate counties.

‡\$44.80 to be deducted from this total due to cancellation of warrants and adjustments of paid claims, many of which were issued prior to July 1, 1941, but cancelled during this period.

GASOLINE LICENSE TAX DRAWBACKS

July 1, 1941 to June 30, 1942

School Districts	Railroads & Public Utilities	Aviation	Domestic**	Contractors***	Oil & Gas Production	Manufacturing Industrial & Comm'l.	Unclassified****
\$ 229.65			\$ 153.05			520.90	13.75
922.75	9.25		354.30	8.25		1,457.75	75.50
35.90	18.00	73.75	104.10	17.35	71.95	363.50	1.50
17.15		19.33	35.50	245.60		48.30	
328.15	44.70		68.95	211.25	367.80	266.65	
			54.90	17.50	11.95	319.40	28.30
696.92		401.35	43.65	2,525.55	759.42	1,075.86	122.67
119.24		10.40	21.40	137.85		171.70	20.50
10.97		156.55	58.31	120.25		164.40	32.33
162.50		16.62	82.50	155.10		480.70	
60.29	5.50	25.85	16.45			373.07	57.50
	1,451.00			403.50		48.30	82.05
			5.25	10.00	866.95	47.75	5.60
		52.69	69.85	968.15	40.65	201.48	
259.13		435.56	425.22	38.30	49.75	415.21	532.85
487.03		2,893.09	64.45	1,094.15		627.85	241.60
33.87			54.35			13.25	14.75
373.50		265.40	19.25	413.90	4,625.38	313.93	
			17.75			28.65	
60.25			24.90			264.90	
60.23		452.06	38.75	85.75	297.75	406.33	3.80
40.00		36.17	66.75	84.25		77.70	
				85.95		36.90	
1,288.10			68.82	158.73		252.19	173.45
19.68		1,818.95	55.90	1,420.76		463.88	138.20
			23.40			35.60	
67.25	46.85		116.15			66.20	
448.57			4.50			157.80	36.54
69.55			26.97	74.00		152.45	15.25
	154.25		18.00	66.75		371.00	
53.75			53.00	1,241.75		74.25	
21.50	223.61	2,886.18	69.70	2,159.37		831.17	213.95
		12.72			89.00	49.70	
29.60			150.10	286.40	465.00	360.25	
				129.90	147.18	30.60	1.50
		13.15	25.35	290.00	90.35	489.48	25.75
130.65	429.00	26.30	76.50	37.00	477.60	86.10	
			5.50	18.90		119.35	5.50
86.19	5.00		1.25	135.60		48.70	8.25
			9.35			48.75	
		112.05	26.35	414.75		104.00	12.50
62.22	48.25	29.95	64.80	37.90		1,208.15	
114.05		189.65	56.05			301.50	
110.58	103.00		195.25	26.15		186.20	
306.71	27.50		29.75	3.00		71.60	
230.65	2.50	290.55	82.90			327.38	9.25
186.57	305.95	361.35	57.35	788.55		602.05	112.65
54.43			67.18	65.95		165.85	16.50
			59.65	12.75		18.45	
580.72			44.47	996.12	718.15	118.30	15.95
121.67		15.85	24.35	699.40	3,624.48	348.15	8.25
			17.75	13.25		8.50	
52.15		164.30	190.75	3,741.70		893.97	33.70
			13.80	193.65		120.40	
			4.05			144.70	14.00
16.25	103.65	3,835.12	140.20	2,438.94	23.00	910.95	124.29
	49,621.87	61,395.87		238.21	309.30	3,659.57	54.12
\$7,948.37	\$52,599.88	\$75,990.81	\$3,558.77	\$22,312.13	\$13,035.66	\$20,546.67	\$2,252.30

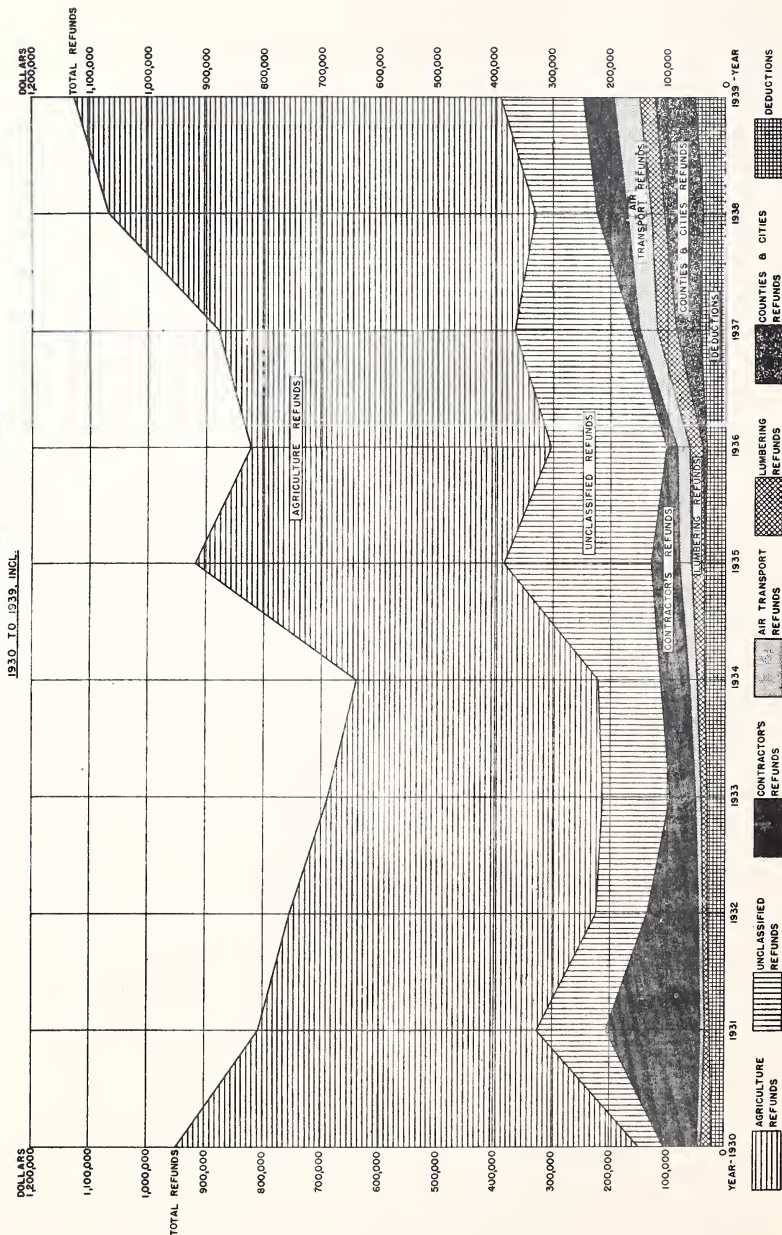
**Domestic: for use in home, such as cooking, heating and lighting.

***Contractors: Refunds allowed to contractors classified as follows:

Private Construction	\$14,596.92
Federal Construction by Private Contractors	7,037.91
WPA and Water Conservation Contracts	677.30

****Unclassified: Refunds allowed for gasoline used in motor boats, ski lifts and other purposes which do not fall into any of the preceding classifications.

MONTANA HIGHWAY DEPARTMENT
HIGHWAY PLANNING SURVEY
MOTOR FUEL TAX REFUNDS & DEDUCTIONS FROM COLLECTIONS



MONTANA HIGHWAY TRAFFIC AND PLANNING SECTION
MONTANA HIGHWAY DEPARTMENT
PUBLIC ROADS ADMINISTRATION

COUNTY OR LOCAL ROAD MILEAGE REPORT

State of Montana For Year Ending December 31, 1941
System or Class of Roads Reported Local System Rural

Type Symbol	Type of Road	Existing Mileage at Begin- ning of Year	Mileage Changes During Year							Net Total Change in Mileage During Yr. (374--578)	Existing Mileage at end of Year (249)
			Revisions of Mile- age Pre- viously Reported (3)	Mileage Trans- ferred into System (4)	Mileage Trans- ferred out of System (5)	Mileage Built (6)	Mileage Replaced or Abandoned (7)	Net Change in Mileage (8)			
A	Primitive (1)	19,141.3	- 1.6	0.0	0.0	138.2	- 428.2	- 290.0	(9)	- 291.6	18,849.7
B	Unimproved	25,757.3	- 4.4	3.0	33.3	546.7	- 927.4	- 380.7		- 415.4	25,341.9
C	Graded & Drained	6,560.9	- 6.8	42.8	13.5	714.8	- 468.4	246.4		268.9	6,829.8
D	Soil Surfaced	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
E	Gravel or Stone	9,335.6	12.7	42.4	34.6	878.2	- 130.1	748.1		768.6	10,104.2
F	Bit. Surfaced Treated	50.0	0.0	7.5	0.0	16.9	- 5.4	11.5		19.0	69.0
G	Mixed Bituminous	236.9	0.1	2.6	0.0	17.5	- 5.6	11.9		14.6	251.5
H	Bituminous Penetration	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
I	Bituminous Concrete	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
J	Portland Cement Conc.	2.3	0.0	0.0	0.0	0.0	0.0	0.0		0.0	2.3
K	Brick	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
L	Block	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
M	Dual Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
	Total	61,084.3	0.0	98.3	81.4	2312.3	- 1965.1	347.2		364.1	61,448.4

Summary consists of the following systems: County, Forest Highway Other Than Mileage on Primary or Other State, Forest Development, National Indian, and National Park Other Than Mileage on Primary.

MONTANA HIGHWAY TRAFFIC AND PLANNING SECTION
MONTANA HIGHWAY DEPARTMENT
PUBLIC ROADS ADMINISTRATION

Table No. 8

State of <u>Montana</u>		COUNTY OR LOCAL ROAD MILEAGE REPORT		For Year Ending		December 31, 1941			
System or Class of Roads Reported		National Forest On Primary		Net Total					
Type Symbol	Type of Road	Existing Mileage at Beginning of Year	Revisions of Mileage Previously Reported	Mileage Transferred into System	Mileage Transferred out of System	Mileage Changes due to Construction	Existing Mileage at end of Year		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A	Primitive	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Unimproved	8.9	0.0	0.0	0.0	0.0	0.0	0.0	8.9
C	Graded & Drained	125.8	0.0	0.0	0.0	0.0	0.0	0.0	125.9
D	Soil Surfaced	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Gravel or Stone	68.0	0.0	0.0	0.0	0.0	0.0	0.0	72.1
F	Bit. Surfaced Treated	174.8	0.0	0.0	0.0	0.0	0.0	0.0	173.4
G	Mixed Bituminous	278.0	0.0	0.0	0.0	0.0	0.0	0.0	275.1
H	Bituminous Penetration								
I	Bituminous Concrete								
J	Portland Cement Conc.								
K	Brick								
L	Block								
M	Dual Type	655.5	0.0	0.0	0.0	0.0	0.0	0.0	655.4
	Total								

MONTANA HIGHWAY TRAFFIC AND PLANNING SECTION
MONTANA HIGHWAY DEPARTMENT
PUBLIC ROADS ADMINISTRATION

Table No. 10

COUNTY OR LOCAL ROAD MILEAGE REPORT

State of Montana
System or Class of Roads Reported

National Forest Highway
Total Mileage

For Year Ending

December 31, 1941

Type Symbol	Type of Road	Existing Mileage at Begin- ning of Year	Revisions of Mile- age Pre- viously Reported	Mileage Changes During Year				Net Total Change in Mileage During Yr. (3+4-5+8) (2+9)	Existing Mileage at end of Year (2+9) (10)
				Mileage Trans- ferred into System	Mileage Trans- ferred out of System	Mileage Replaced or Abandoned	Net Change in Mileage (6-7)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
A	Primitive	12.6	0.0	0.0	0.0	0.0	0.0	0.0	12.6
B	Unimproved	330.5	0.0	0.0	0.0	0.0	- 6.0	- 6.0	324.5
C	Graded & Drained	160.5	0.0	0.0	0.0	✓ 6.2	- 0.1	✓ 6.1	166.6
D	Soil Surfaced	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 _{new}
E	Gravel or Stone	238.0	0.0	0.0	0.0	✓ 4.3	- 0.2	✓ 4.1	242.1
F	Bit. Surfaced Treated	180.7	0.0	0.0	0.0	✓ 1.7	- 3.1	- 1.4	179.3
G	Mixed Bituminous	321.3	0.0	0.0	0.0	✓ 3.2	- 6.1	- 2.9	318.4
H	Bituminous Penetration	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I	Bituminous Concrete	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J	Portland Cement Conc.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K	Brick	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L	Block	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M	Dual-Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1243.6	0.0	0.0	0.0	✓ 15.4	- 15.5	- 0.1	1243.5

MONTANA HIGHWAY MILEAGE (RURAL)

As Per S.M. & L.M.I. Tables Dec. 31, 1941

NOT ON OTHER SYSTEMS	PRIMARY SYSTEM S. M. TABLES	OTHER STATE SYSTEM S. M. TABLES	LOCAL SYSTEM L. M. I. TABLES	TOTAL MILES
County Construction State Construction	470.1 4,550.0	636.6	56,191.3	56,661.4 5,186.6
National Forest System	1/ 655.4	1/ 87.2	500.9	2/ 1,243.5
National Park System	1/ 3.5		184.2	2/ 187.7
National Forest Development System			3,874.2	2/ 3,874.2
National Indian Reservation System			690.6	2/ 690.6
Other National System			7.2	2/ 7.2
Total Miles	2/ 5,679.0 Miles	2/ 723.8 Miles	2/ 61,448.4 Miles	3/ 67,851.2 Miles

1/ Supplementary Tables Accompanying L. M. I. Report

2/ Total Mileage in Each System

3/ Total Rural Miles in State

Total All Systems Including Overlaps 73,854.4 Miles

MONTANA

AREA AND POPULATION OF COUNTIES, URBAN AND RURAL: 1920 TO 1940

[A minus sign (-) denotes decrease. Percent not shown where base is less than 100]

COUNTY	Land area in square miles, 1940	TOTAL POPULATION				URBAN POPULATION			RURAL POPULATION			PERCENT URBAN			
		1940		1930	1920	1940	1930	Percent of increase	1940	1930	Percent of increase	1940	1930		
		Total	Per square mile												
Montana	140,518	650,466	3.8	537,606	648,888	4.1	-2.1	211,535	181,036	16.8	347,921	356,570	-2.4	37.8	33.7
Beaverhead	5,556	6,943	1.2	6,654	7,569	4.3	-9.7	3,014			3,929	6,654	-41.0	43.4	
Big Horn	6,033	10,419	2.1	8,543	7,015	22.0	21.8				10,419	8,543	22.0		
Blaine	4,267	9,966	2.2	9,006	9,067	6.2	-0.6				9,966	9,066	6.2		
Broadwater	1,343	3,451	2.8	3,239	3,239	26.0	-7.5				3,451	3,239	26.0		
Carbon	2,070	11,865	5.7	12,571	15,279	-5.6	-17.7	2,950	3,026	-2.3	8,915	9,545	-6.6	24.9	21.1
Carter	3,313	3,280	1.0	4,136	3,972	-20.7	4.1				3,280	4,136	-20.7		
Cascade	2,658	41,999	15.8	41,146	38,336	2.1	5.9	29,928	28,822	3.8	12,071	12,224	-2.1	71.3	70.0
Chouteau	3,929	7,316	1.9	8,635	11,051	-15.3	-21.9				7,316	8,635	-15.3		
Custer	3,765	10,422	2.8	11,242	12,194	-7.3	-7.8	7,313	7,175	1.9	3,109	4,067	-23.6	70.2	63.8
Daniels ¹	1,443	4,563	3.2	5,553		-17.8					4,563	5,553	-17.8		
Dawson	2,358	8,618	3.7	9,881	9,239	-12.8	6.9	4,524	4,629	-2.3	4,094	5,252	-22.0	52.5	46.8
Deer Lodge	738	13,027	18.5	16,263	15,323	-15.4	6.3	11,064	12,494	-11.9	2,623	3,799	-31.0	80.8	76.7
Fallon	1,033	3,719	2.3	4,568	4,548	-18.6	0.4				3,719	4,568	-18.6		
Fergus	4,250	14,040	3.3	16,531	28,344	-15.1	-41.7	5,874	5,358	9.6	8,166	11,173	-26.9	41.8	32.4
Flathead ²	5,177	24,271	4.7	19,200	21,705	28.4	-11.5	10,847	8,897	21.9	13,424	10,303	30.3	44.7	46.3
Gallatin	2,517	18,259	7.3	16,124	15,864	13.3	1.6	8,665	6,855	26.4	9,604	9,959	3.6	47.4	42.5
Gardiner	4,783	2,041	0.6	4,252	5,368	-37.9	-20.8				2,041	4,252	-37.9		
Glacier	2,974	9,034	3.0	8,297	4,178	70.5	26.8	2,509			6,525	5,297	23.2	27.8	
Golden Valley	1,178	1,607	1.4	1,216		-24.4					1,607	1,216	-24.4		
Granite	1,171	3,401	2.9	3,003	4,167	-12.9	-27.7				3,401	3,003	12.9		
Hill	2,944	13,304	4.5	13,775	13,958	-3.4	-1.3	6,427	6,372	0.9	6,877	7,403	-7.1	48.3	46.3
Jefferson	1,551	4,664	2.8	4,133	5,203	-12.8	-20.6				4,664	4,133	12.8		
Judith Basin	1,880	3,655	1.9	5,238		-30.2					3,655	5,238	-30.2		
Lake	1,500	13,490	9.0	9,541	11,414	-41.4					13,490	9,541	41.4		
Lewis and Clark	3,478	22,131	6.4	18,224	18,660	21.4	-2.3	15,056	11,803	27.6	7,075	6,421	10.2	68.0	64.8
Liberty	1,459	2,209	1.5	2,198	2,416	0.5	-9.0				2,209	2,198	0.5		
Lincoln	3,715	7,882	2.1	7,089	7,797	11.2	-9.1				7,882	7,089	11.2		
McCone	2,638	3,798	1.4	4,740	4,747	-20.7	0.9				3,798	4,740	-20.7		
Madison	3,539	7,294	2.1	6,323	7,495	-15.4	-15.6				7,294	6,323	15.4		
Meagher	2,354	2,237	1.0	2,272	2,622	-1.5	-13.3				2,237	2,272	-1.5		
Mineral	1,223	2,135	1.7	1,626	2,327	31.3	-30.1				2,135	1,626	31.3		
Missoula	2,629	20,038	11.0	21,782	24,041	33.3	-9.4	18,449	14,657	25.9	10,589	17,125	-38.6	63.5	67.6
Musselshell	1,886	5,717	3.0	7,242	12,050	-21.1	-39.8	2,644	2,577	2.6	3,073	4,665	-34.1	46.2	35.6
Park ³	2,627	11,566	4.4	10,922	11,330	5.9	-3.6	6,642	6,391	3.9	4,924	4,381	8.7	57.4	58.5
Petroleum ⁴	1,064	1,063	0.7	2,045		-47.0					1,063	2,045	-47.0		
Phillips	5,264	7,892	1.5	8,208	9,311	-3.8	-11.8				7,892	8,208	-3.8		
Pondera	1,647	6,716	4.1	6,964	5,741	-3.6	21.3				6,716	6,964	-3.6		
Power River	3,286	3,159	1.0	3,159	3,357	-19.2	16.4				3,159	3,357	-19.2		
Powell	2,337	6,152	2.6	6,202	6,909	-8.8	-10.2	3,278	3,510	-6.6	2,874	2,692	6.8	53.3	56.6
Pratt	1,727	2,410	1.4	3,941	3,684	-38.8	7.0				2,410	3,941	-38.8		
Ravalli	2,384	12,978	5.4	10,315	10,098	25.8	2.1				12,978	10,315	25.8		
Richland	2,065	10,209	4.9	8,833	8,869	6.0	7.2	2,978			7,231	9,633	-24.9	20.2	
Roosevelt	2,385	9,896	4.1	10,672	10,347	-8.1	3.1				9,896	10,672	-8.1		
Rosebud	5,032	6,477	1.3	7,347	8,002	-11.8	-8.2				6,477	7,347	-11.8		
Sanders	2,811	5,926	2.5	5,692	4,903	21.7	16.1				5,926	5,692	21.7		
Sheridan ⁵	1,700	7,314	4.6	9,869	13,847	-20.8	-28.7				7,314	9,869	-20.8		
Silver Bow	716	53,307	74.3	86,969	60,313	-6.6	-5.5	37,081	39,532	-6.2	16,138	17,437	-7.5	69.7	69.4
Stillwater	1,797	5,694	3.2	6,263	7,630	-8.9	-18.0				5,694	6,263	-8.9		
Sweet Grass ⁶	1,846	3,710	2.0	3,944	4,926	-5.7	-19.9				3,710	3,944	-5.7		
Teton ⁷	2,294	6,922	3.0	6,098	5,870	14.1	3.4				6,922	6,098	14.1		
Toole	1,965	6,769	3.4	6,714	7,724	0.8	80.3	2,538			4,231	6,714	-37.0	37.5	
Treasure	984	1,499	1.5	1,691	1,990	-9.8	-16.5				1,499	1,691	-9.8		
Valley ⁸	5,082	15,181	3.0	11,181	11,642	35.8	-3.1	3,799			11,382	11,181	1.8	25.0	
Wheatland	1,425	3,288	2.3	3,751	5,618	-12.4	-33.2				3,288	3,751	-12.4		
Wibaux	889	2,161	2.4	2,767	3,113	-21.9	-11.1				2,161	2,767	-21.9		
Yellowstone	2,615	41,182	15.6	30,785	29,600	33.8	4.0	20,015	18,938	37.4	15,167	11,847	28.0	63.2	61.5
Yellowstone National Park (part) ⁹	269	43	0.2	52							43	52			

¹ Part of Yellowstone annexed to Carbon in 1926.

² Judith Basin organized from parts of Cascade and Fergus in 1920.

³ Part of Chouteau taken to form part of Liberty in 1920; and part annexed to Teton in 1921.

⁴ Daniels organized from parts of Sheridan and Valley in 1920.

⁵ Part of Fergus taken to form Petroleum in 1925; part taken to form part of Judith Basin in 1920.

⁶ Lake organized from parts of Flathead and Missoula in 1923.

⁷ Parts of Gallatin and Park annexed to Yellowstone National Park in 1923, and part of Park annexed to Yellowstone National Park in 1922.

⁸ Golden Valley organized from parts of Musselshell and Sweet Grass in 1924.

⁹ Liberty organized from parts of Chouteau and Hill in 1920; part of Hill annexed in 1921.

¹⁰ Petroleum organized from parts of Fergus in 1925.

¹¹ Part of Chouteau annexed to Teton in 1921.

¹² Yellowstone National Park geographically located within limits of Idaho, Montana, and Wyoming. Total population: 459 in 1940, 233 in 1930, and 165 in 1920; reported in 1920 and prior years as in Wyoming only. Parts of Gallatin and Park Counties annexed in 1929, and part of Park County annexed in 1932.

POPULATION OF CITIES OF 1,000 OR MORE - 1940 CENSUS¹

Anaconda	11,004	Conrad	1,471	Great Falls	29,928	Libby	1,837	Ronan	1,032
Baker	1,304	Cut Bank	2,509	Hamilton	2,332	Livingston	6,442	Roundup	2,644
Big Timber	1,533	Deer Lodge	3,278	Hardin	1,686	Malta	2,215	Seobey	1,311
Billings	23,261	Dillon	3,014	Harlem	1,166	Miles City	7,313	Shelby	1,331
Black Eagle	1,000	East Helena	1,143	Howellton	1,547	Missoula	18,449	Sidney	2,978
Bozeman	8,665	Forsyth	1,696	Havre	6,427	Phillipsburg	1,304	Terry	1,012
Browning	1,825	Fort Benton	1,227	Helena	15,056	Plentywood	1,574	Townsend	1,309
Butte	37,081	Fort Peck	4,000	Kalispell	8,245	Polson	2,156	Warm Springs	1,900
Chinook	2,051	Glasgow	3,799	Laurel	2,754	Poplar	1,442	Whitefish	2,602
Choteau	1,181	Glendive	4,524	Lewistown	5,674	Red Lodge	2,950	Wolf Point	1,960



